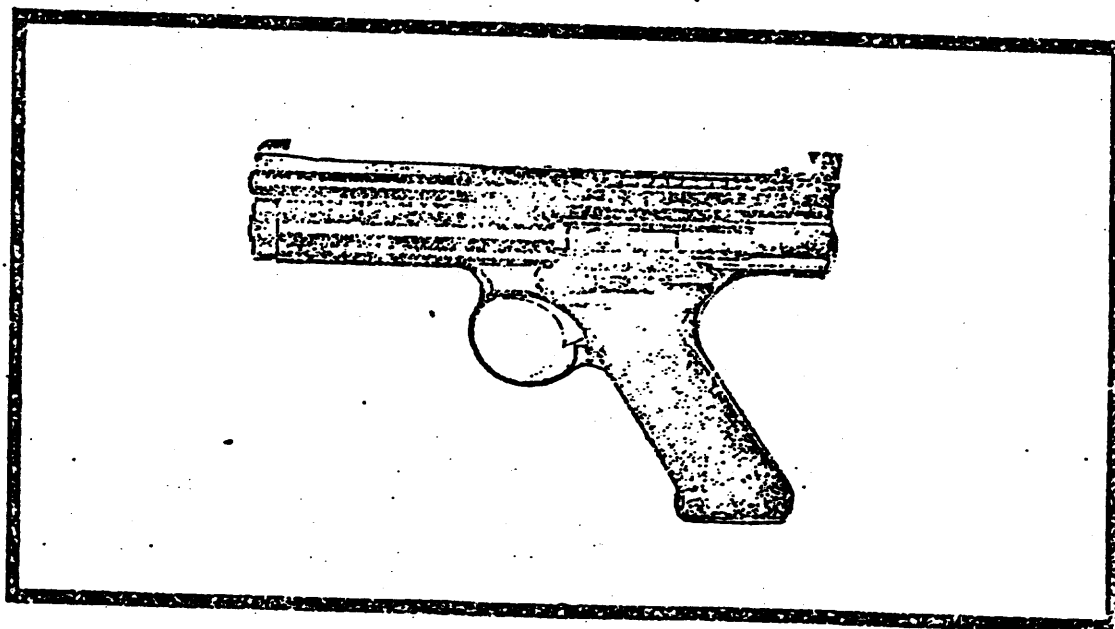




MINIMUM PRICE PER PART IS 25¢
MINIMUM ORDER IS \$2.00
DISREGARD ANY PRICES THAT ARE LESS THAN 25¢

MODEL

- 600 - Semi-Automatic 10 Shot
Cal. .22 CO₂ Pellgun (1960)
- 677 - Semi-Automatic 15 Shot
BB CO₂ (1961-1964)



Crosman AirGuns
Routes 5 & 20
East Bloomfield, N.Y.
14443



~~Crosman Arms Corp., East Bloomfield, N.Y. 14443~~
Crosman Arms (Canada) Ltd., Dunnville, Ont.

677-007

MODEL 600-677

NOTE:

ALL DASH NUMBERS PREFIXED 600

EXAMPLE:

-51 LISTED IS 600-51

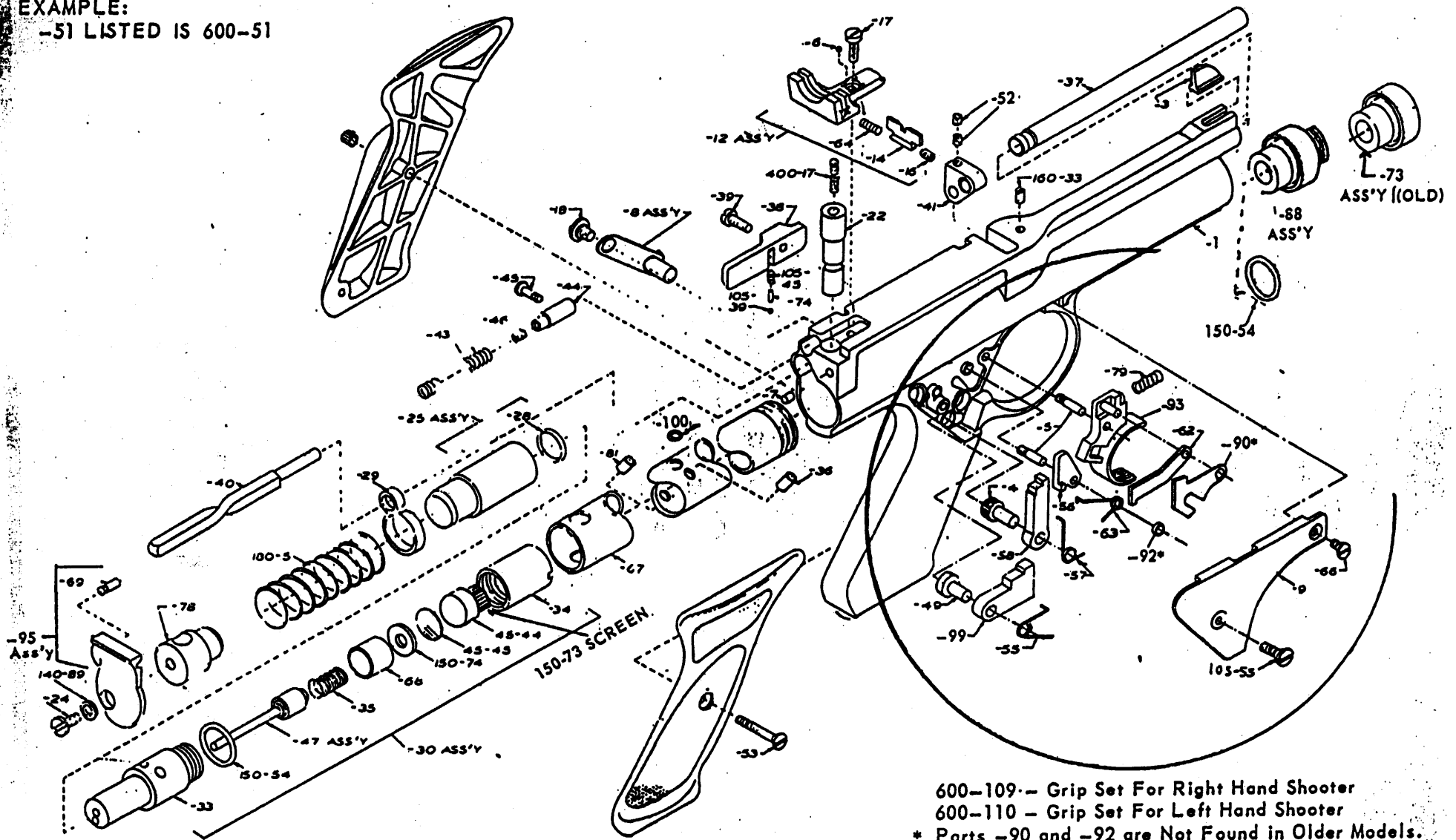


FIGURE 1

600-109- Grip Set For Right Hand Shooter
600-110 - Grip Set For Left Hand Shooter
* Parts -90 and -92 are Not Found in Older Models.
Plate -9 is Not Interchangeable With Old Type.
Refer to Trigger and Sear Group.

PARTS LIST and assemblies for: Model 600 (Prices effective: 10/1/68)

TO BE USED AS REFERENCE GUIDE ONLY

<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>LIST PRICE</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>LIST PRICE</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>LIST PRICE</u>
600-1	Frame Assembly	..\$	600-43	Magazine Spring	.....	600-88	Tube Cap Piercing Assembly	
600-3	Front Sight	.....	600-44	Follower	.....	600-89	Key for -88 Assembly	.....
600-4	Sear Pin	.....	600-45	Knob	.....	600-90	Stop	.....
600-5	Trigger Pin	.....	600-46	Knob Screw	.....	600-92	Stop Roller	.....
600-6	Sight Ball	.....	600-47	Valve Stem Assembly	.....	600-93	Trigger Assembly	.....
600-7	Cover Pin	.....	600-49	Hammer Sear Pin	.....	600-94	Cap Spacer	.....
600-8	Safety Assembly	..	600-52	Feed Arm Screw (2)	.....	600-95	Rear Cover Assembly	.....
600-9	Plate	.....	600-53	Grip Screw	.....	600-99	Sear Assembly	.....
600-12	Sight Assembly	...	600-55	Hammer Sear Spring	.....	600-100	Breech Gasket	.....
600-14	Sight Blade	.....	600-56	Pawl	.....	600-109	Grip Set-Right Hand Shooter	..
600-16	Blade Screw	.....	600-57	Sear Spring	.....		(available in sets only)	
600-17	Sight Screw	.....	600-58	Sear	.....	600-110	Grip Set-Left Hand Shooter	..
600-18	Safety Screw	.....	600-62	Link	.....		(available in sets only)	
600-22	Cross Pin	.....	600-63	Pawl Spring	.....	6-6	Rod-Pellet Remover	.....
600-24	Cover Screw	.....	600-64	Sight Spring	.....	45-44	Filter	.....
600-25	Hammer Assembly	..	600-66	Plate Screw-Front	.....	45-45	Screen-Rear	.....
600-28	"O" Ring	.....	600-67	Tube	.....	105-39	Ball	.....
600-29	Ring	.....	600-68	Spacer	.....	105-45	Spring	.....
600-30	Valve Assembly	..	600-69	Guide Pin	.....	105-55	Plate Screw-Rear	.....
600-33	Valve Body-Rear	..	600-74	Slide Spring Guide	.....	140-89	Lockwasher	.....
600-34	Valve Body-Front	..	600-78	Buffer Assembly	.....	150-54	No. 11 CO ₂ - "O" Ring (2)	..
600-35	Valve Spring	.....	600-79	Trigger Spring	.....	150-70	Screen-Front	.....
600-36	Retaining Pin	.....	600-81	Retaining Pin	.....	150-74	Washer	.....
600-37	Barrel	.....	600-82	Retaining Ring for Piercing Assembly	..	160-33	Barrel Set Screw	.....
600-38	Slide	.....	600-84	"O" Ring for Piercing Button	.....	180-5	Hammer Spring	.....
600-39	Slide Screw	.....	600-85	Retaining Nut for Piercing Assembly	..	300-46	Cap for -88 Assembly	.....
600-40	Cam	.....	600-86	Piercing Collar	.....	400-17	Spring	.....
600-41	Feed Arm	.....	600-87	Piercing Pin	.....			

073

600-073 Tube Cap Assy.

Minimum parts order \$1.00. (Order by part number and name). Prices subject to change without notice. Check or money order in amount of total purchase must accompany parts order. Parts will be shipped prepaid.



Mechanism type: Semi-Automatic, CO₂ actuated blow back.

Caliber: Crosman .22 caliber Super Pel

Weight: 2 lbs. 10 ozs. with one loaded Powerlet.

Overall Length: 9 7/8"

Overall Height: 6"

Magazine Capacity: 10 Shots

Sights: Fully adjustable open rear sight, windage moves 1/32" per click at 25 feet; elevation moves 1/16" per click at 25 feet.

Under cut ramp front sight 1/10" wide.

Sight Radius: 8 3/4" along a grooved rib and receiver.

Barrel Length: 5 1/16"

Rifling: 6 lands, R. H. twist, one turn in 16", button rifled. Groups 3/4" at 25 feet.

Trigger Squeeze: 3-4 pounds

Power Source: One Crosman 12.3 gram Powerlet, 900 P.S.I. at 72°. No appreciable velocity loss between shots of rapid fire string.

Number Shots

per Powerlet: Up to 40

Muzzle Velocity: 340 f/p/s at 72°

Muzzle Energy: 2 foot pounds

Projectile: 14.3 grains .22 caliber Crosman Super Pel

The Finest

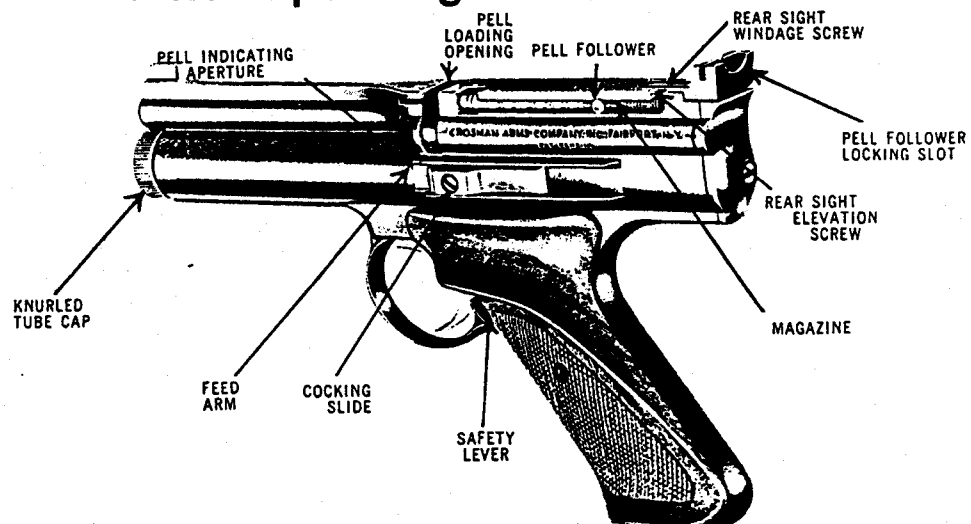
"POWER WITHOUT POWDER"
Pellet Guns Made

Crosman CO₂ GAS **HAHN**
PELL GUNS BB GUNS

CROSMAN ARMS CO., INC., FAIRFAX, N. Y.

WORLD'S LARGEST MANUFACTURERS OF CO₂ GUNS, BB GUNS, AND PISTOLS

Model 600 Series CO₂ Pellgun Semi-Automatic Pistol Operating Instructions



IMPORTANT: Read all instructions carefully, before operating your gun. It is not advisable to fire gun when not under gas pressure as it is harmful to Valve System.

The Model 600 will automatically reload and recock itself for its next firing each time the trigger is pulled, and should be treated as a loaded gun.

It is a 10-shot semi-automatic repeating Pellgun Pistol. It will feed, shoot and cock automatically each time the trigger is pulled, until all the Pells and/or CO₂ gas is exhausted. The magazine has a capacity of 10 Pells and one will feed each time the trigger is squeezed.

The Rear Sight is adjustable for both windage and elevation, by means of two click adjusting screws.

For best operating results, this gun should be used at temperatures between 30°F. and 85°F. Should gun exhaust CO₂ at low temperatures, normal performance can be obtained by gradually warming for a short period.

CAUTION: Do not expose gun to excessive heat.

TO CHARGE PISTOL WITH CO₂:

1. Put pistol on SAFE by moving Safety Lever UP.
2. COCK PISTOL MANUALLY BY MOVING SLIDE TO REAR, until sear catches Hammer, return slide to forward position. Slide must be in forward position when charging and firing pistol.
3. Check barrel with provided Ramrod to make certain there is no Pell in barrel. Remove rod from barrel.
4. Retract Pell Follower to rear of pistol and lock in locking slot. Remove Pells from magazine through Pell Loading Opening. Make sure all Pells are removed from magazine and Feed Arm. Pell in Feed Arm can be seen through "Pell Indicating Aperture." Release Safety by lowering Safety Lever, fire pistol to exhaust residual gas. Recocking of pistol may be required to exhaust all the gas.
5. Unscrew and remove Knurled Tube Cap (if unable to turn by hand, DO NOT attempt to remove with pliers or other tools, as this denotes the gun is under pressure. Exhaust residual gas as outlined above). Hold muzzle end down and used Powerlet will drop out. Put gun on Safe by moving lever up. Cock pistol manually, return cocking slide to Front Position.
6. INSERT POWERLET IN TUBE WITH NECK TOWARD OPEN END OF TUBE, replace tube cap and screw firmly in place as far down as it will go. Back off cap rapidly 1/8 turn by hand only, to pierce Powerlet and release CO₂ gas. Release Safety, pull trigger to determine that Powerlet is properly pierced and gun recocks, when trigger is pulled. Pistol is now ready for loading.

IMPORTANT: A few drops of light machine oil in the tube when recharging will aid in sealing the "O" Ring and prevent gas from escaping. Be sure "O" Ring on knurled tube cap is clean and free of foreign matter.

TO LOAD PISTOL:

1. Put pistol on Safe. Push Pell Follower to rear of pistol and lock in locking slot. Insert Crosman Super Pells in loading opening with round nose towards muzzle end of the gun. (Mag. holds 10 Pells)
2. Release Pell Follower in magazine by moving pin out of offset slot. DO NOT slam Follower forward as it will deform Pells and cause a feeding malfunction.

TO SHOOT PISTOL:

1. Make sure pistol is cocked by moving cocking slide to rear of gun. Return slide to Front Position, before firing gun.
2. Lower Safety Lever to firing position. Take aim, squeeze trigger to shoot. The gun will recock and reload automatically and is ready for next shot. The gun will shoot each time the trigger is pulled and as long as there is CO₂ gas in the valve mechanism.

CAUTION: If shooting is stopped before magazine is empty, put gun on Safe, push Safety Lever Up, to prevent accidental firing of gun if trigger is touched.

TO UNLOAD PELLET FROM BARREL AND PISTOL:

1. Put gun on Safe. Empty Pells from magazine and Feed Arm. (See Item No. 4 under "To Charge Pistol with CO₂").

If Feed Arm is in down or firing position, insert $\frac{3}{16}$ " Ramrod in muzzle end of barrel and lightly push Pell into Feed Arm. Recock pistol with slide and push Pell out of Feed Arm into magazine through Pell Indicating Aperture.

Remove Pell from Magazine.

2. If Feed Arm is in Out or cocked position, remove Pell from barrel with $\frac{3}{16}$ " Dia. Ramrod. Push Pellet out into Feed Arm slot, turn pistol over to drop Pellet out.
3. Exhaust remaining gas in gun by firing until empty. Cock gun with cocking slide if necessary.

TO ADJUST REAR SIGHT:

1. WINDAGE: Turning adjustment screw clockwise moves target group to left. Turning adjustment counter-clockwise, moves group to right. At 25 ft. each click will move group $\frac{1}{32}$ ". Each turn will move group $\frac{1}{8}$ ".
2. ELEVATION: Turning adjustment screw clockwise lowers group. At 25 ft. each click will move group $\frac{1}{16}$ ". Each turn will move group $1\frac{1}{8}$ ". Turning adjustment counter-clockwise, moves group to right. At 25 ft. each click will move group $\frac{1}{32}$ ". Each turn will move group $\frac{1}{8}$ ".

CARE OF PISTOL:

Frequent, but light oiling of all moving parts is desirable. DO NOT oil excessively. Use a good grade of S.A.E. 20 or 30 motor oil. Never use penetrating or detergent type of oils, as they may be harmful to Valve Washers and Seals. Lubricate tube cap seal "O" Ring with a few drops of oil, when replacing Powerlet. DO NOT expose charged gun or Powerlets to excessive heat or cold. It is NOT necessary to clean the barrel of this pistol, but an occasional light oiling is recommended to prevent rusting.

WARRANTY:

This Crosman Pellgun is guaranteed against defective material and workmanship for a period of ninety (90) days from date of purchase, providing that the gun HAS NOT been subjected to abuse or misuse. SEE WARRANTY CERTIFICATE.

REPAIR SERVICE:

Refer to the attached Service Station list for service.

Replacement Powerlets in a convenient pocket size 6 pack, Crosman Super Pells, and Crosman Targets can be obtained at Sporting Goods Dealers everywhere.

CROSMAN ARMS COMPANY, INC.
HARTFORD, CONNECTICUT



PELPGUNS - BB GUNS

CROSMAN ARMS CO., INC.

FAIRPORT, N. Y. 14450 (In Canada, Dunnville, Ont.)

May 20, 1966

TO: ALL CROSMAN AUTHORIZED SERVICE STATIONS

**SUBJECT: Revision to Factory Service Manual
New Tube cap & piercing assembly 600-88
for Model 600 Pistol.**

We would like to suggest the following parts be
carried in stock by the Service Station.

600-82
600-89

600-94
600-84

Add Drawing of tube cap piercing assembly 600-88
in your manual immediately following the proper
page number 19.4.

Very truly yours,

CROSMAN ARMS CO., INC.

**Richard Verstringhe
Service Manager**

"Power without Powder"

This revision should be filed with the Factory Service Manual and becomes page 19.4

This cap is reparable and does not have to be replaced.

CAUTION: Approximately 9600 were produced with part number 600-94 Spacer which must be replaced between 600-82 retaining ring and 300-46 knurled cap. Later models produced moves the retaining ring slot further back against the knurled cap. The knurled cap must be maintained in place to prevent 600-89 half moon key from falling out of place. This operation eliminates the possibility of the 600-87 piercing pin from escaping when a Powerlet is pierced.

To replace the 600-84 "O" Ring, remove 600-85 retaining nut only, then replace the 600-84 "O" Ring.

Add the following part numbers and list prices to the price section in the manual.

<u>Part Number</u>	<u>Part Name</u>	<u>List price</u>
600-88	Tube Cap Piercing Assy.	3.25
600-82	Retaining Ring	.10
600-84	"O" Ring	.50
600-85	Retaining Nut	.40
600-86	Piercing Collar	1.15
600-87	Piercing Pin	.50
600-89	Key	.10
600-94	Spacer	.30

Another Airgun Blog

A blog about tinkering with airguns

MONDAY, FEBRUARY 8, 2010

Crosman Model 600 Disassembly, Part 1

Derrick sent me a Crosman model 600 pistol to play with. It wouldn't feed reliably and was in poor shape, generally.



He shipped it with the grips already removed. Not that it would have added much to the process.



The 600 is a true semi-automatic pellet pistol, 10 round in line magazine.

Search This Blog

 Search

Contributors

[Felice Luftschein](#)

[Nick Carter](#)

[derrick38](#)

Morgan Adjustable Recoil Pads

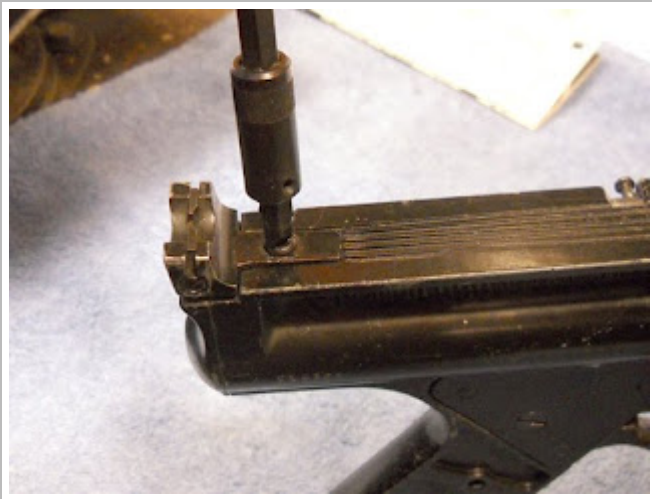


[Morgan Adjustable Recoil Pads for sale here to support our blog.](#)

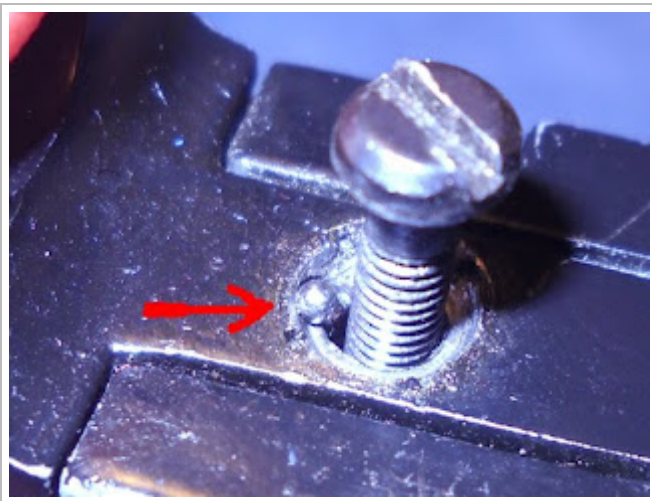
[Buy Our Jewelry \(so Felice will let me buy more airguns\).](#)



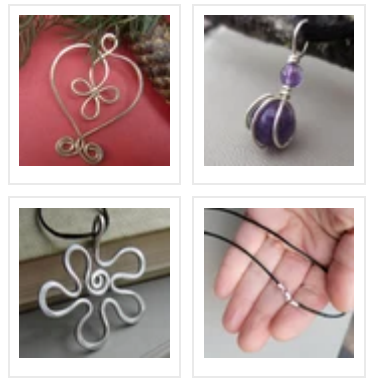
I removed the piercing cap. There are several variations of this and I'll show another one later when I disassemble a second 600 I recently acquired.



I removed the rear sight screw.



A tiny ball bearing provides the detent for the sight elevation.



Etsy
nicholasandfelice

Blog Archive

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Sight components.



The rear cover is up next.



Held on by a screw and lock washer.

- ▶ 09/26 - 10/03 (4)
- ▶ 09/19 - 09/26 (2)
- ▶ 09/12 - 09/19 (3)
- ▶ 09/05 - 09/12 (2)
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[Crosman Model 600
Disassembly, Part 4](#)

[Crosman Model 600
Disassembly, Part 3](#)

[Crosman Model 600
Disassembly, Part 2](#)

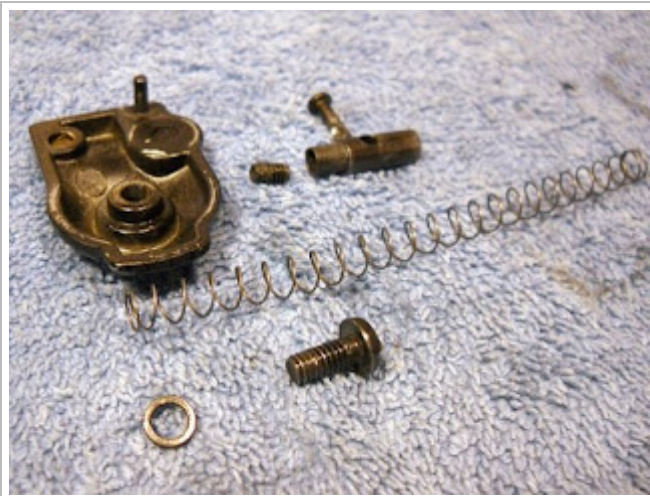
[Crosman Model 600](#)



It retains the magazine spring.



I removed the spring and pulled the follower towards the rear. The knob is retained by an allen set screw.



With the knob removed the follower comes out. Here are the parts so far.

Disassembly, Part 1

- ▶ [01/31 - 02/07](#) (5)
- ▶ [01/24 - 01/31](#) (2)
- ▶ [01/17 - 01/24](#) (5)
- ▶ [01/10 - 01/17](#) (3)
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- [2240](#) (1)
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- [Beeman Laser](#) (1)
- [Beeman P17](#) (5)
- [Beeman Pell Size](#) (2)
- [Beeman R1](#) (4)
- [Belgian](#) (3)
- [Beman R1 Laser](#) (1)
- [benjamin](#) (32)
- [Benjamin 132](#) (5)
- [benjamin 3030](#) (6)
- [benjamin 310](#) (3)
- [benjamin 312](#) (3)



Here you can see the set screw, knob and follower.



The feed arm on this pistol is retained by one set screw. On others it may be retained by two.



With the screw removed the cam slides out the magazine tube.

[benjamin 317](#) (7)

[Benjamin Marauder](#) (4)

[Benjamin Sterling HR-81](#) (10)

[Benjamin Trail Nitro Piston](#) (2)

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[BSA Meteor](#) (3)

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[crosman 1600](#) (3)

[crosman 167](#) (4)

[crosman 180](#) (14)

[crosman 2100](#) (4)

[crosman 2240](#) (25)



The feed arm, cam and set screw.



The feed arm is a bit scarred up, likely due to inexperienced unjamming technique (brute force with a screw driver).

More to come...

Posted by [Nick Carter](#) at [6:00 PM](#)

 [ThisisItterokrest](#)

Labels: [crosman](#), [Crosman 600](#)

9 comments:



Bryan Hamblin said...

Thanks so much for this post and for the benjamin 132 series you did a while back. I just recently got up the courage to rebuild a 132 that I purchased several years ago at a flea market. It would hold air when I got it, but the first time I tried to pump it the grip frame literally crumbled in my hand, and the pump arm pivots were worn to the size of pencil erasers. Anyway, it's up and working beautifully now, due in large part to your posts.

I am looking forward to what you find with the 600. I currently have one apart waiting for seals and parts from JGA.

[Crosman 2250](#) (9)

[crosman 2260](#) (3)

[crosman 338](#) (1)

[crosman 357](#) (5)

[crosman 38C](#) (4)

[crosman 38T](#) (11)

[Crosman 454](#) (3)

[Crosman 500](#) (4)

[Crosman 600](#) (13)

[Crosman 622](#) (4)

[crosman 66](#) (2)

[crosman 707](#) (4)

[Crosman 760](#) (3)

[Crosman MK1](#) (7)

[Crosman MK2](#) (6)

[crosman model 70](#) (3)

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[Crosman V350](#) (3)

[Crosman V350 Crosman](#) (2)

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[Daisy 1200](#) (1)

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[Daisy 717](#) (13)

[Daisy 747](#) (13)

[Daisy 790](#) (3)

[Daisy 881](#) (3)

[Daisy Model 188](#) (2)

[Derrick](#) (371)

[diana](#) (44)

[diana 10](#) (14)

[Diana 65](#) (1)

[Diana Model 16](#) (2)

[Diana Model 45](#) (13)

[Diana Model 5](#) (11)

By the way, it may be the pic, but that feed arm cam doesn't look quite right. How does the cam ring look?

February 8, 2010 at 8:24 PM

[Felice Luftschein](#) said...

This comment has been removed by the author.

February 8, 2010 at 9:06 PM

[Felice Luftschein](#) said...

Thanks Bryan, The cam seems fine but the ring is worn. I have a 2nd 600 that I'll be showing in part 4. It's in better shape although one of the trigger parts is broken and the frame has a small issue...between the two I'll be able to get one running right away and then for the other? We'll see.

Nick

February 8, 2010 at 9:07 PM

[Unknown](#) said...

Excellent work Nick. Many thanks for showing us one of the most interesting Crosmans. Kind regards, Nikos

February 13, 2010 at 10:26 PM

[Unknown](#) said...

I do not see any reassembly for the Crosman 600 pistol ,where do I look for that . THANKS --- Jim

January 16, 2016 at 2:09 PM

[Unknown](#) said...

I do not see any reassembly for the Crosman 600 pistol ,where do I look for that . THANKS --- Jim

January 16, 2016 at 2:12 PM

[Felice Luftschein](#) said...

It pretty much goes back together is the reverse of disassembly.

January 16, 2016 at 2:31 PM

[steveinsalida](#) said...

This article on the Crosman 600 was very helpful in my rebuild, but how do you get part #600-29 back in the tube correctly?

November 12, 2017 at 6:29 AM

[Felice Luftschein](#) said...

[diana model 6M](#) (15)

[Diana Model V](#) (1)

[Diana Modell 5](#) (1)

[EIG](#) (3)

[Fast Deer](#) (3)

[FB Record](#) (4)

[FB Record Model 68](#) (2)

[Feinwerkbau](#) (6)

[FWB 124](#) (8)

[Gamo](#) (10)

[Gamo Center](#) (1)

[Gamo Compact](#) (1)

[Gamo Hunter 220](#) (2)

[Gamo PT-80](#) (6)

[Gamo PT-800](#) (2)

[Gamo V-3](#) (1)

[Gecado](#) (5)

[George](#) (2)

[grips](#) (29)

[gun show](#) (18)

[Gun Toys](#) (1)

[Haenel](#) (18)

[Haenel 303-Super](#) (11)

[Haenel 310](#) (8)

[Haenel 311](#) (4)

[hammerli](#) (10)

[Hamster](#) (1)

[handstop](#) (2)

[Hatsan](#) (5)

[Healthways Plainsman](#) (3)

[Honing](#) (2)

[HW](#) (16)

[HW-35](#) (7)

[HW50S](#) (2)

[HW80](#) (7)

[hy-score](#) (9)

[IJ-22](#) (3)

[IZH](#) (28)

[IZH 46](#) (1)

Do the reverse of what's shown in the 3rd article in this series.
<https://anotherairgunblog.blogspot.com/2010/02/crosman-model-600-disassembly-part-3.html>

Nick

November 12, 2017 at 8:05 AM

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Another Airgun Blog

A blog about tinkering with airguns

TUESDAY, FEBRUARY 9, 2010

Crosman Model 600 Disassembly, Part 2

On I go...



Next I removed the set screw that holds the barrel in place.



Which slides out the front of the frame.

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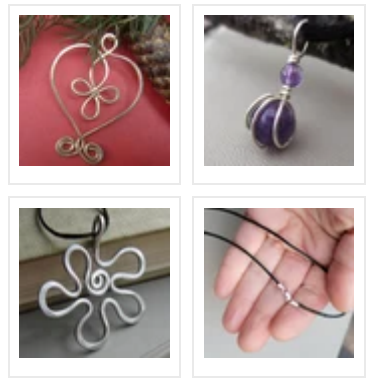
It's easy to put a longer barrel on, as you can see.



Next I removed the safety.



The safety assembly.



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nicholasandfelice

Blog Archive

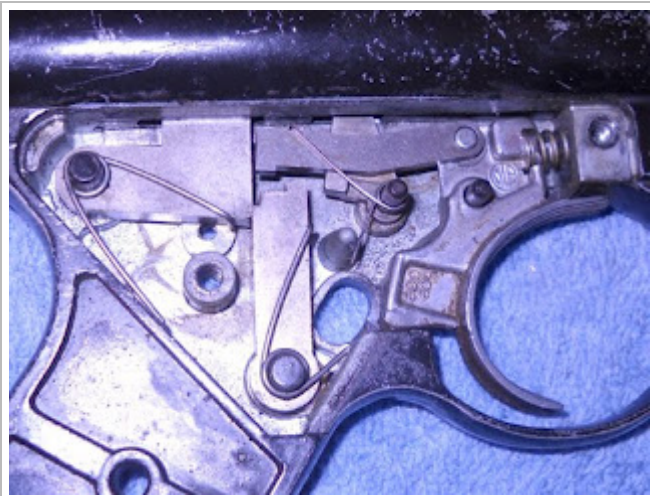
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I took a deep breath and removed the cover plate for the trigger.



Parts stuck to the plate which caused a few moments of head scratching.



Here's what it should look like.

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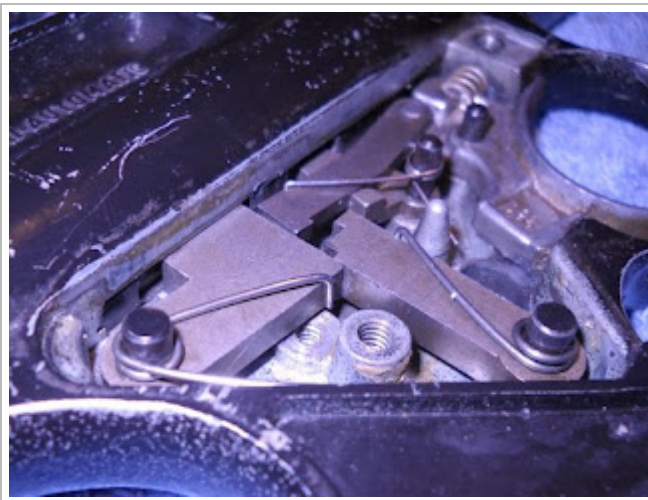
[Crosman Model 600
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Another view. You can see a line on the conical boss where one of the spring ends should rest.



And another view. You can't have too many views of complex mechanisms...There are variations on the trigger mechanism components as well between different years of the 600.



The pawl and link.

Disassembly, Part 1

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The sear.



The hammer sear?



The trigger.

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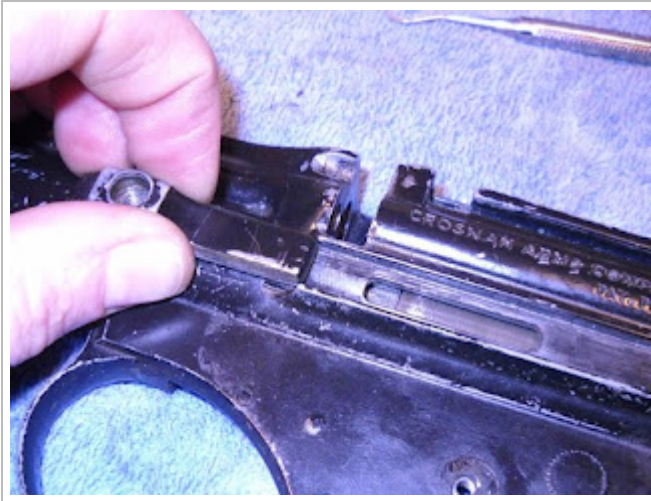
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Next I removed the slide screw.



And slid the slide out.



There was just a spring here when there should have been a ball and possibly a spring guide pin.

That it was bent tells me someone tried to make up for the space of a lost ball.

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The slide is slightly dovetailed into the frame.

More to come...

Posted by [Nick Carter](#) at [6:00 PM](#)

 [Thisis!tterokrest](#)

Labels: [crosmán](#), [Crosmán 600](#)

2 comments:

Anonymous said...

I assume the barrel is easily replaced with just that screw and the steps from part 1 with disassembling the magazine and feed aren't necessary to do so, yeah?

[October 2, 2021 at 7:57 PM](#)



[Felice Luftschein](#) said...

Depends what you're trying to do, but maybe.
Nick

[October 4, 2021 at 8:54 AM](#)

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TUESDAY, FEBRUARY 9, 2010

Crosman Model 600 Disassembly, Part 3

On I go...



I pushed the cross pin out, keeping the punch in the hole. The buffer assembly is under a little bit of spring pressure, so I kept my thumb over it when I withdrew the punch.



The cross pin.

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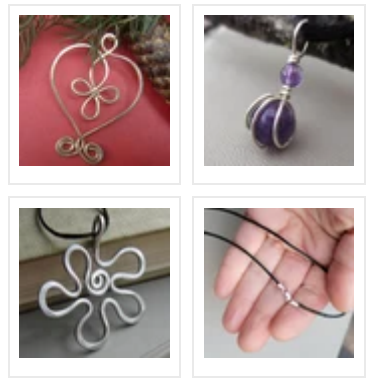
The buffer comes out.



The buffer and hammer spring.



Now to remove the ring (or cam ring).



Etsy
nicholasandfelice

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I pushed against the hammer and jiggled the ring off.



Then rotated the ring so the small end could clear the slot.



The ring.

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This is the main problem the pistol has. There's a lot of clearance between the square hole and the cam.



You can see how chewed up it is. I'm not entirely sure what I'll do about this yet. I could try making a new one from scratch, or sleeving this one. Or finding a replacement somewhere. We'll see.



Then the hammer comes out.

Disassembly, Part 1

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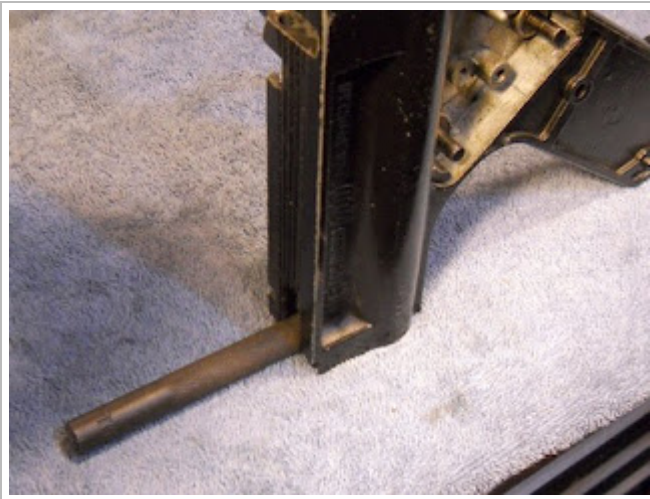
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There's an internal o-ring.



Next I inserted my largest screwdriver into the front of the tube. and unscrewed the valve front. I will be making a special tool for this, but with care the screwdriver works fine.



I found I had to reinsert a punch into the cross pin hole to get enough torque to loosen the valve front. Otherwise the tube just spins.

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[crosmen 2100](#) (4)

[crosmen 2240](#) (25)



The valve front comes out.



The valve front parts, screen, felt filter, washer and spacer.



Then the valve stem and spring.

[Crosman 2250](#) (9)

[crosman 2260](#) (3)

[crosman 338](#) (1)

[crosman 357](#) (5)

[crosman 38C](#) (4)

[crosman 38T](#) (11)

[Crosman 454](#) (3)

[Crosman 500](#) (4)

[Crosman 600](#) (13)

[Crosman 622](#) (4)

[crosman 66](#) (2)

[crosman 707](#) (4)

[Crosman 760](#) (3)

[Crosman MK1](#) (7)

[Crosman MK2](#) (6)

[crosman model 70](#) (3)

[Crosman model 73](#) (2)

[Crosman Model 99](#) (5)

[Crosman Quest](#) (1)

[crosman SA6](#) (5)

[Crosman V350](#) (3)

[Crosman V350 Crosman](#) (2)

[daisy](#) (20)

[Daisy 1140](#) (2)

[Daisy 1200](#) (1)

[daisy 200](#) (2)

[Daisy 499](#) (1)

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[Daisy 747](#) (13)

[Daisy 790](#) (3)

[Daisy 881](#) (3)

[Daisy Model 188](#) (2)

[Derrick](#) (371)

[diana](#) (44)

[diana 10](#) (14)

[Diana 65](#) (1)

[Diana Model 16](#) (2)

[Diana Model 45](#) (13)

[Diana Model 5](#) (11)



I pushed the tube out the back of the frame.



The tube and frame.



The rear valve body is retained by two blind dowel "retainer" pins that are threaded internally. I threaded a screw into them and pulled them out.

[diana model 6M](#) (15)

[Diana Model V](#) (1)

[Diana Modell 5](#) (1)

[EIG](#) (3)

[Fast Deer](#) (3)

[FB Record](#) (4)

[FB Record Model 68](#) (2)

[Feinwerkbau](#) (6)

[FWB 124](#) (8)

[Gamo](#) (10)

[Gamo Center](#) (1)

[Gamo Compact](#) (1)

[Gamo Hunter 220](#) (2)

[Gamo PT-80](#) (6)

[Gamo PT-800](#) (2)

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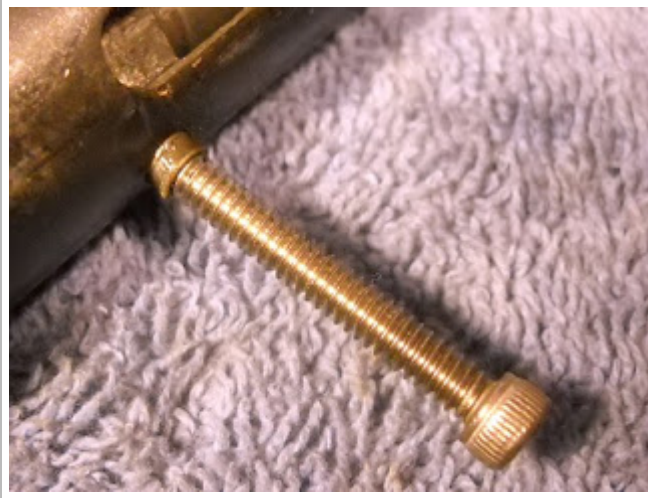
[HW80](#) (7)

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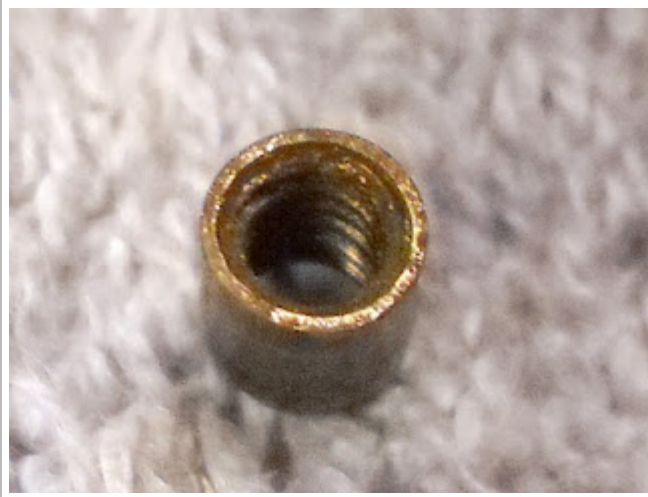
[IJ-22](#) (3)

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[IZH 46](#) (1)



Just a close up.



A retainer pin.



Notice the o-ring at the transfer port.

[IZH 53M](#) (4)

[IZH 61](#) (25)

[IZh-22](#) (3)

[Izh-60](#) (2)

[IZh-61](#) (11)

[Junior](#) (3)

[Kessler](#) (3)

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[Level](#) (2)

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[magazine](#) (4)

[manu-arm](#) (3)

[Marksman 2004](#) (5)

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[Marksman Slingshot](#) (1)

[MMM Mondial](#) (4)

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[Nygord](#) (2)

[paintball](#) (1)

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[Patriot](#) (5)

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[PPK/S](#) (1)

[predom lucznik](#) (5)

[Pro-Top](#) (2)

[QB77](#) (20)

[QB78](#) (20)

[R1](#) (9)

[RB grips](#) (1)

[recoil pad](#) (5)

[Remington Summit](#) (1)

[Rienecker](#) (2)

[R071](#) (1)

[Rochester Air Rifle](#) (11)



The rear valve body pushed out.



Interesting off-white o-ring seal.



Then I removed the o-ring from the port. That's everything disassembled that needed it.

Next I'll be disassembling the other 600 I have and scavenging what parts it needs to make at least one fully functioning pistol, as well as measuring what I hope is an unworn ring (cam ring) so I can duplicate it. The other 600's frame has a broken trigger guard and the pistol leaks

[RWS 45](#) (8)

[safety](#) (1)

[seals](#) (5)

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[sights](#) (37)

[slavia](#) (18)

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[Smith and Wesson Model 78G](#) (15)

[Smith and Wesson Model 79G](#) (14)

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[Taiyo Juki](#) (3)

[Tech Force](#) (18)

[Tempest](#) (3)

[TF79](#) (18)

[trigger](#) (8)

[trigger guard](#) (1)

[trigger shoe](#) (5)

[Umarex](#) (1)

[Walther](#) (6)

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[webley](#) (9)

[Weihrauch](#) (9)

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[Williams Sight](#) (3)

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[Making a Replacement Breech Bol](#)

slowly but feeds and functions fine. We'll see. I'll put up pics of any differences between the two as well.

Posted by [Nick Carter](#) at [6:30 PM](#)

 [This is!tterokrest](#)

Labels: [crosmán](#), [Crosmán 600](#)

1 comment:



[Unknown](#) said...

I'm in the process of a similar project. What did you use to pull on the dowel pins holding the rest of the valve?

[May 27, 2015 at 5:40 AM](#)

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Another Airgun Blog

A blog about tinkering with airguns

WEDNESDAY, FEBRUARY 10, 2010

Crosman Model 600 Disassembly, Part 4

After the first 600, taking apart the other one is easy.



First I took a 1/8" rod and bent the end in a vise.



To make a hook like this.

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Contributors

[Felice Luftschein](#)

[Nick Carter](#)

[derrick38](#)

Morgan Adjustable Recoil Pads



[Morgan Adjustable Recoil Pads for sale here to support our blog.](#)

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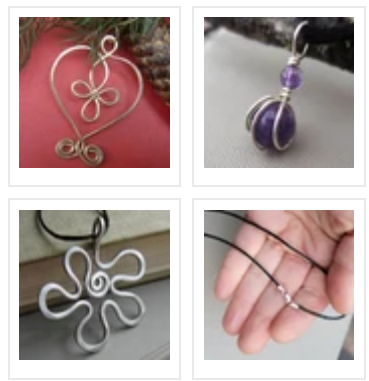
So I could pull out the 600-102 piercing assembly...



Standard 38 style piercing pin and seal.



Somewhat worse for wear.



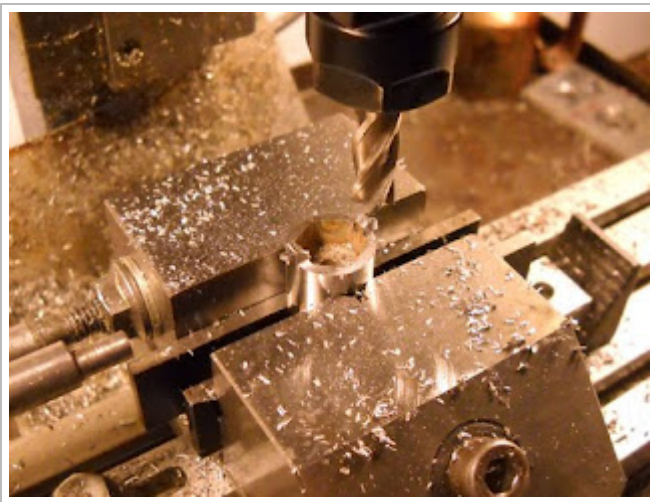
Etsy
nicholasandfelice

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I forgot to take a clear picture of the tube cap. This one has a hole the end of the CO2 cartridge sits in.



Since I had one valve front out I measured the screw slot and milled a cheap socket to fit.



The front valve parts.

- ▶ 09/26 - 10/03 (4)
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[Crosman Model 600
Disassembly, Part 4](#)

[Crosman Model 600
Disassembly, Part 3](#)

[Crosman Model 600
Disassembly, Part 2](#)

[Crosman Model 600](#)



The feed arm. There's another setscrew under the first.



Much better shape than the other one.



It also has the proper spring, ball and guide for the slide.

Disassembly, Part 1

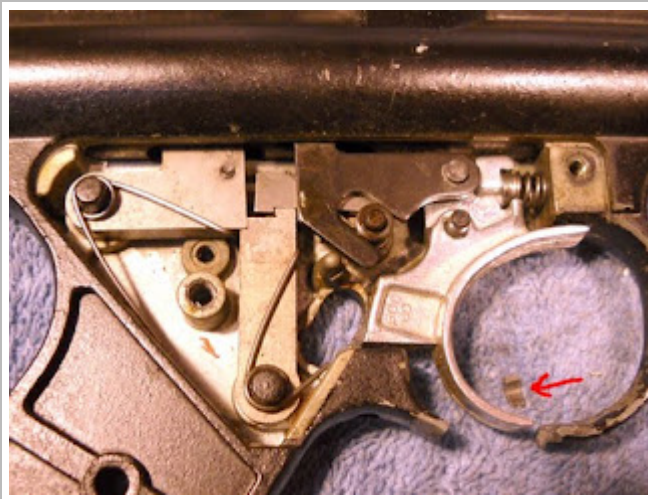
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- [Anschutz](#) (3)
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- [benjamin](#) (32)
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The guide is just a tiny dowel pin.



As you can see the trigger guard is broken. Also that tiny piece fell out when I removed the cover plate...



Some more gratuitous shots of the trigger mechanism.

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[Benjamin Marauder](#) (4)

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[crosmen 2240](#) (25)



Notice that this trigger group has the stop and stop roller. I'm still not clear why these were added to the design (or were they removed from the design?)



Stop and stop roller.



The link is the source of that small broken piece. Not sure how that would happen?

[Crosman 2250](#) (9)

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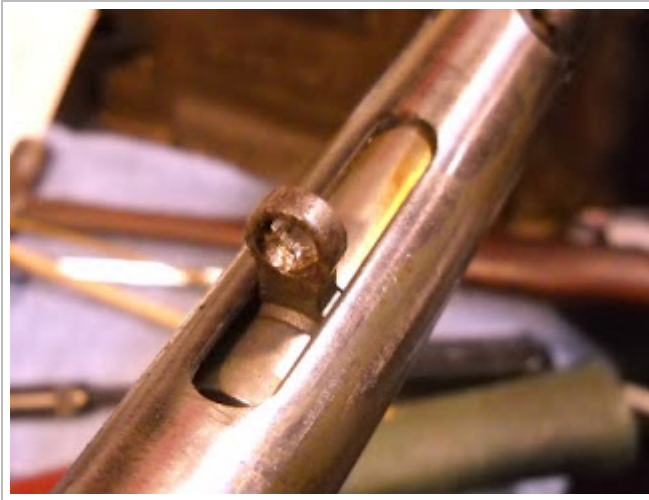
[diana 10](#) (14)

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I left the ring in place when I removed the tube this time, made it much easier to remove.



This ring is in better shape than the other. I'll pull a bunch of measurements off of it.



The rear valve body is made of brass on this one. See the small bleed hole on the side?

[diana model 6M](#) (15)

[Diana Model V](#) (1)

[Diana Modell 5](#) (1)

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[FB Record](#) (4)

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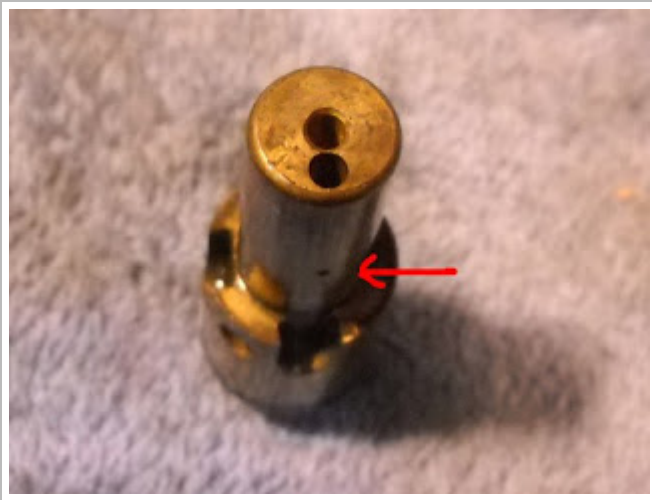
[HW80](#) (7)

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So the hammer is pushed back by gas coming from the off center hole in the end. When it reaches the bleed hole it's caught by the sear and the bleed hole bleeds off the gas inside the hammer? Sounds right.



Another view. Must have been fun to set up the screw machines to make these.

Now to think about what to do with two separate piles of malfunctioning 600 parts...

Posted by [Nick Carter](#) at [6:00 PM](#)

 [ThisisItterookrest](#)

Labels: [crosmán](#), [Crosmán 600](#)

7 comments:



[Unknown](#) said...

Hello Nick, I am restoring a Crosman 600 with a broken ring and wrote to Rick who is now sending me a replacement. Are the slide bits (spring, ball and tiny dowel guide), available? Thanks for a great job, here, which helped me a lot in reassembling the trigger, in particular. Kind regards.

April 12, 2012 at 6:52 AM

[IZH 53M](#) (4)

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[IZh-22](#) (3)

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[PPK/S](#) (1)

[predom lucznik](#) (5)

[Pro-Top](#) (2)

[QB77](#) (20)

[QB78](#) (20)

[R1](#) (9)

[RB grips](#) (1)

[recoil pad](#) (5)

[Remington Summit](#) (1)

[Rienecker](#) (2)

[R071](#) (1)

[Rochester Air Rifle](#) (11)

[Nick Carter](#) said...

I would ask Rick or Bryan & Associates, etc:
For reseal kits, parts and service you can try Bryan and Associates, Mac1, Precision Pellet or JG airguns.
<http://www.bryanandac.com/>
<http://www.mac1airgunstore.com/>
<http://www.airgunshop.net>
<http://www.jgaireguns.biz/>

In the UK: Lawrie Amatruda, lawrieandpat@talktalk.net
Chambers Gunmakers
<http://www.gunspares.co.uk>
[/shopdisplaycategories.asp?id=23960&cat=Airgun+spares](http://www.gunspares.co.uk/shopdisplaycategories.asp?id=23960&cat=Airgun+spares)

April 16, 2012 at 9:22 AM

[Anonymous](#) said...

Hi

I just started to restore a 600. Are the dealers you listed in your previous answer capable of providing other parts.
Thanks
D

June 14, 2012 at 10:38 PM

[Nick Carter](#) said...

Yes, they are.

June 14, 2012 at 11:19 PM

[Wes](#) said...

Nick, I am currently rebuilding a 600 for a good friend of mine. Your information had been unbelievably helpful. I ran into a problem though. I found that part # in the trigger assembly(the Pawl) had broken where it attaches to the post. Do you by chance have a spare one of those for sale or no where I can get one. Otherwise I will have to try to create one by hand. Thank you for any further assistance you can provide. You have been a great help regardless. Wes

November 23, 2015 at 2:08 AM

[Wes](#) said...

Nick, I am currently rebuilding a 600 for a good friend of mine. Your information had been unbelievably helpful. I ran into a problem though. I found that part # in the trigger assembly(the Pawl) had broken where it attaches to the post. Do you by chance have a spare one of those for sale or no where I can get one. Otherwise I will have to try to create one by hand. Thank you for

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[seals](#) (5)

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[sights](#) (37)

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any further assistance you can provide. You have been a great help regardless. Wes

November 23, 2015 at 2:09 AM

Felice Luftschein said...

I don't, you'll have to try Precision Pellet, or <https://www.bakerairguns.com/bryan-and-associates/> or jgaireguns I think.

November 23, 2015 at 1:54 PM

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GTA » All Springer/NP/PCP Air Gun Discussion General » Vintage Air Gun Gate (Moderator: **Rocker1**) »
Crosman 600 Restoration - Part 1 of 3

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Author

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary

Topic: Crosman 600 Restoration - Part 1 of 3 (Read 6197 times - 1



**Crosman 600 Restoration - Part
1 of 3**

« **on:** February 11, 2017, 12:17:48 AM »

This was put on the internet about a year ago, so if you've seen it already then disregard... although I've added a few new photos. Search engines can at least find it here so maybe it will be more helpful.

References:

http://stevespages.com/pdf/crosman_factory_service_manual_all.pdf

<http://anotherairgunblog.blogspot.com/2010/02/crosman-model-600-disassembly-part-1.html>

I purchased three CR 600 basket case guns that were beat up and didn't hold gas. They were pretty cheap, and that's good, because the all-in cost wasn't. The plan was to get at least one or two working guns from the best parts. There aren't very many "before" pictures because I wasn't sure if the project

was going to pan out. But, here we go...

All three guns were disassembled and the best two of the three frames were taken to be ceramic coated (fellow member breakfastchef gave me some ideas on this). Then I started working on the internals. First thing I needed was a valve removal tool:



This tool was just a 6 point 13mm socket that was ground as a "spanner". It will reach down the front of the tube to unscrew the front part of the valve. The valve body seal gets squeezed by the front and back halves. It seals to the tube by the extrusion. A couple turns will free the front half. The back is retained by threaded sleeves (inside threads) that are removed with a 6-32 screw.

Some photos of the disassembly are missing, but I did do more camera work when it was put back together... here's the old valve parts with hammer and cam ring:



It's easy to see why it didn't seal - the valve body seal (113 o-ring) was hard, brittle plastic. It cracked when I backed it off the threads. The rest of the parts don't look so bad.

Here are some "old school" mods to a valve that is older than the mods. Increasing the valve volume by cutting a couple threads and boring the inside by one drill size:



And a shaped valve stem with everything polished:



Then I polished the hammer, replaced the internal o-ring (size 014), and dry lubed the interior. I'm using cast urethane o-rings for the wear resistance and the CO2 impermeability. They're a little more money but I'll spend the nickel here:



Valve and hammer finished:



On to the cam group next... helps to have some spare parts available:



I selected the best cam / ring combination...the best meaning the smoothest movement thru the twist. Here's how they will look inside the frame:



For proper cycling, the alignment of the feed arm in the "up" and "down" position is what matters.

Next was a thorough cleaning of the tube – inside and out:



Here's the frame back from the coating shop.



They tell me that the ceramic thickness is about .0005". It's hard and it can crack, but it's a thin coat... less headaches getting things to fit. It was a pretty good job overall with a flat black satin finish. There were about 12 different "blacks" to choose from...if you can imagine that:

Ready to assemble... Part 2

Part 2: <http://www.gatewaytoairguns.org/GTA/index.php?topic=121810.0>

Part 3: <http://www.gatewaytoairguns.org/GTA/index.php?topic=121811.0>

Wyo

« Last Edit: July 04, 2017, 10:22:36 PM by WyoMan »

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Wyoming

GTA » All Springer/NP/PCP Air Gun Discussion General » Vintage Air Gun Gate (Moderator: **Rocker1**) »
Crosman 600 Restoration - Part 1 of 3

Jump to: => Vintage Air Gun Gate ▼ go

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Author

Topic: Crosman 600 Restoration – Part 2 of 3 (Read 6429 times - 1

WyoMan

Sharp Shooter



Crosman 600 Restoration – Part 2 of 3

« **on:** February 11, 2017, 12:21:30 AM »



Posts: 825

Real Name: Gary

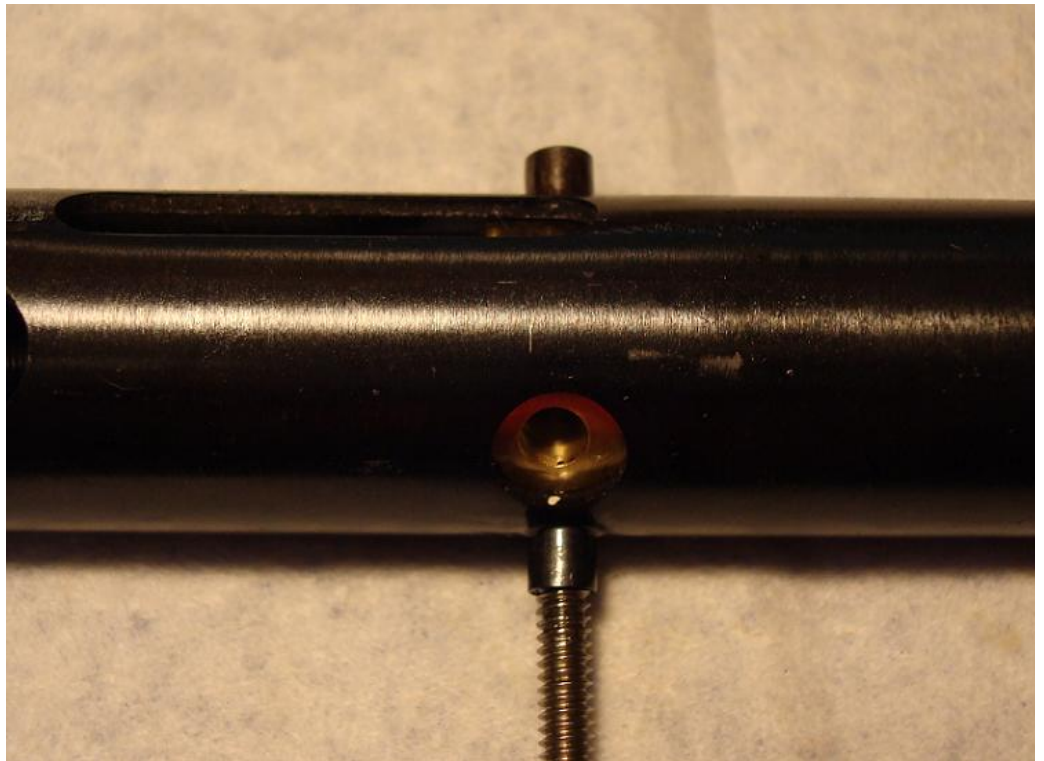
Reversing the order of disassembly (somewhat) I'll install the valve in the tube first. The valve goes in from the front and needs to have the front and back halves loose (o-ring uncompressed). Also, make sure the breech gasket (square o-ring) is removed from the tube:



The back half of the valve needs to be located for the two retaining sleeves:



Install the retaining sleeves with a 6-32 screw. I'm using a 2" length so I can hold it better. Getting them both started and working them in at the same time with some light oil is probably a good idea:



Sleeves need to be flush with the tube...shown here with the breech gasket installed:



Now I can tighten the front half of the valve with the spanner tool (shown in part 1):



Next up is the hammer and cam ring installation. The inside of the hammer needs a dry lube and the outside needs something similar to moly. I also polished the cam ring and rounded the leading edges:



Slide the hammer into the tube from the back and place the cam ring in the slot like this:



Now the cam can be rotated and slid on the hammer – the square part of the smaller ring needs to be in front:



The tube goes into the frame from the rear. Positioning the breech gasket at about 2 o'clock (position) avoids the gaping cross pin hole. Once the gasket clears the hole then align for the cam ring:



Slide the tube in and stop when there is about one half inch remaining. The pawl needs to be installed next and rotated forward before the tube is all the way in:



Align cross pin holes and install the spring, buffer and pin:



Next up is the trigger group – here are the old parts:



Aside from the crusty old lubes everything except the link looks good. The link will be replaced with the top one... spare parts to the rescue again!



Rethinking things, I decided to soak all the trigger parts in some penetrating oil and move on to the slide group next.

Slide group parts:



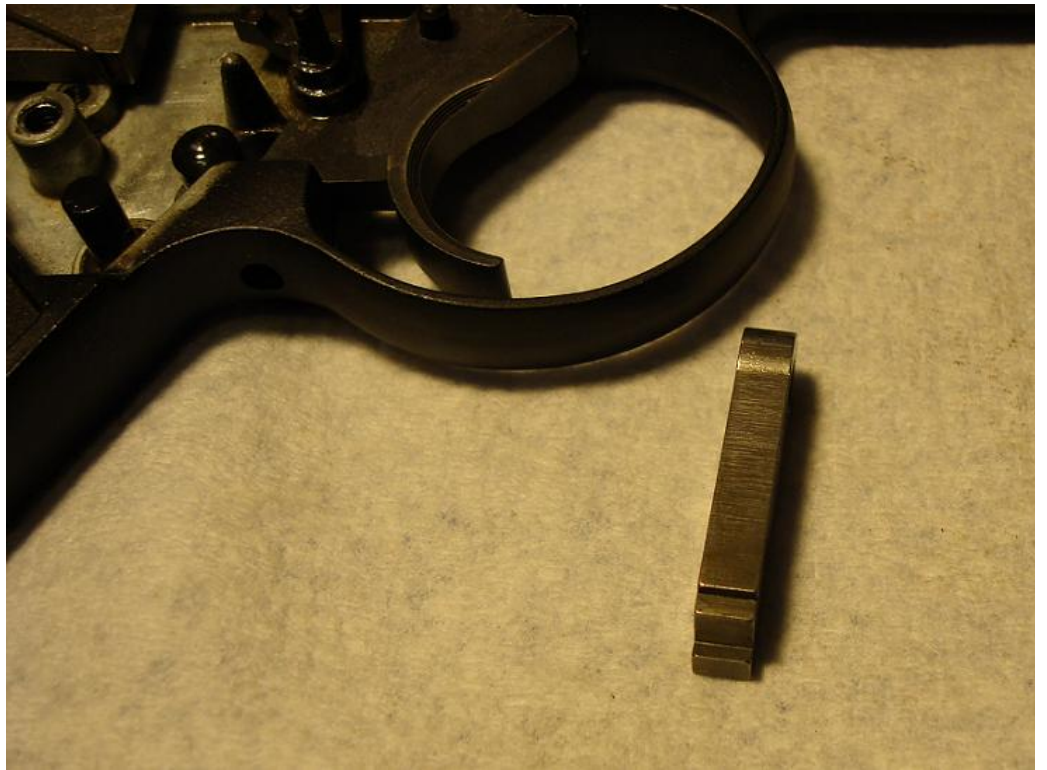
The slide group goes in from the rear. Some grease on the spring will hold it in the recess while you try not to lose the detent ball. Start the slide in the dovetail with the spring and guide in the recess. Then press the ball in while you move the slide forward to capture everything in the dovetail. If you lose the ball bearing, a 3/32" from your 13xx or 22xx safety will work!



Back to the trigger group...I installed the components in the following order: Trigger w/ spring, Hammer Sear, Trigger Sear, Link, and then Stop Roller & Stop:











The cam and feed arm install at the same time. Two set screws (8-32) go in the same hole (one top of the other) and locate the feed arm on the cam - where the recess is drilled. I lube the cam with moly and then slide it thru the cam ring and feed arm. It's sometimes trial and error to get the first set screw into the drilled recess:





The remaining parts are pretty simple: The barrel, the follower and knob, the magazine spring, rear cover and sight, and the grips. The rear sight has a tiny ball bearing for the "click adjustment". Tiny as in "tiny" chance it will be found if lost. I keep it in a parts bag, on a magnet, or in the gun!



Finished:



Restoration completed... up next are mods... Part 3

Part1: <https://www.gatewaytoairguns.org/GTA/index.php?topic=121809.msg1181445#msg1181445>

Part3: <http://www.gatewaytoairguns.org/GTA/index.php?topic=121811.0>

Wyo

« Last Edit: July 04, 2017, 11:06:09 PM by WyoMan »

 Logged

Wyoming

☐ Hare splittin

Plinker



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #1 on:** February 11, 2017, 02:59:30 PM »



Posts: 146

yes

Real Name: Bill

Very nice restore. Better than factory. Especially like the ceramic coat.

Did not know there was so much inside these. Those trigger springs look like they would be hard to come by.

Saw one of these in a pawn shop w/ box asking \$225, and I think it leaked. Never got serious about it, but became intrigued w/ semi-auto pellet pistol. Don't make them like this anymore.

Thanks for the concise, detailed write up. A very good tutorial.

Logged

Nebraska

☐ **Rob M**

GTA Senior Contributor



Posts: 6191

Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #2 on:** September 19, 2020, 11:55:57 PM »

thanks for this WYO , just got a 600 , first time.. it came with the box and works perfect.. But like you i need to tinker some.

Logged

Louisiana

☐ **Roboslug**

Plinker



Posts: 176

yes

Real Name: Floyd

Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #3 on:** September 20, 2020, 10:46:56 PM »

WYO, I'm glad this thread popped up again. I can't thank you enough for the details on it. I've resealed two 600's since November. The first one, rebuilt in May, still gets 36 - 38 shots per Co2 cartridge with around 1,100 pellets so far.

Rebuilding the 600 isn't difficult, just very daunting and tedious.

Roboslug

Logged

USA, LA, Baton Rouge

☐ **Rob M**

GTA Senior Contributor

Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #4 on:** September 21, 2020,



Posts: 6191

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary

02:54:36 PM »

silly question , aside from the top set screw , what else retains the barrel?

Logged

Louisiana



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #5 on:** September 21, 2020,
09:36:42 PM »

Thanks, guys.

Rob, that's not a silly question... nothing else retains the barrel other than the 10-32 setscrew on top. And as such, the barrel has a tendency to get shoved forward.

When that happens, you'll get even more blow-by out the feed arm gap and, of course, a loss of power.

This occurs (in my experience) most notably when a pellet gets skewed (jammed) in the breech.... i.e. the pellet acts like a hammer on the breech.

Ideally, the breech end of the barrel should be flush with the frame. Feeler gauges can get you close enough by setting the barrel / feed arm gap to .002" go, .003" no-go.

Wyo

p.s. you can add more setscrews on top if you don't care about the "keep it original" thing 😊

Logged

Wyoming

☐ **Rob M**

GTA Senior Contributor



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #6 on:** September 21, 2020,
09:42:12 PM »

thanks wyo.. Ill be adding a new barrel with that knowlege tommorow.. The gun , given the time it was designed is an amazing feat of engineering and planning.. I cannot beleive crosman doesnt bring this back , even if the main frame was a polymer .

Logged



Posts: 6191

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary

☐ **Rob M**

GTA Senior Contributor



Posts: 6191

☐ **Roboslug**

Plinker

Louisiana



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #7 on:** September 21, 2020, 10:04:05 PM »

I agree 100%. And regarding the frame... it's the 60's version of polymer... zinc, aluminum, magnesium, copper... i.e. monkey metal so be gentle with the old gal 😊

Wyo

 Logged

Wyoming



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #8 on:** September 21, 2020, 10:14:10 PM »

hahaha , also true.. pot metal.. Question , since i still havent done a teardown , what actually causes the hammer to return to the cocked positon? i know the twisted steel acts to cycle the rds, but I dont see a blowback assembly in the pics?

 Logged

Louisiana



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #9 on:** September 21, 2020, 11:09:35 PM »



Posts: 176

yes

Real Name: Floyd

...but I dont see a blowback assembly in the pics?

There is a bleed hole in the valve body that diverts gas to the hammer. You'll see when you disassemble the gun.

 Logged

USA, LA, Baton Rouge

 **Rob M**

GTA Senior Contributor



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #10 on:** September 21, 2020, 11:12:27 PM »

makes perfect sense , thanks for posting the diagram

 Logged

Louisiana



Posts: 6191

 **WyoMan**

Sharp Shooter



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #11 on:** September 21, 2020, 11:29:36 PM »

Exactly, and expanding on that...The hammer cavity travels inside the turned down section of the valve and is sealed to the valve with an internal 014 o-ring:



Posts: 825

Real Name: Gary



I don't have a pic, but there is a vent in the back of the valve (just below the valve stem) that pressurizes the sealed hammer cavity when the exhaust valve is opened... i.e. blowback.

There is also a really small vent (.020") that is forward enough to vent the internal pressure (hammer cavity) when the hammer is rearward in the cocked position.

Should have taken more pics....

Wyo

« Last Edit: September 21, 2020, 11:48:34 PM by WyoMan »

 Logged

Wyoming

 **Rob M**

GTA Senior Contributor



**Re: Crosman 600 Restoration –
Part 2 of 3**



Posts: 6191

☐ **Roboslug**

Plinker



Posts: 176

yes

Real Name: Floyd

« **Reply #12 on:** September 22, 2020,
12:46:02 AM »

thanks.. hopefully ill get the courage to see it all soon 😊

 Logged

Louisiana



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #13 on:** September 22, 2020,
10:33:38 PM »

My first 600 runs fine, but I just had to check the barrel/feed arm gap. About 0.005", oh my. I loosened the screw and tried to push the barrel back unsuccessfully. I suspect it is seized in the frame the same way the tube was in the frame when I rebuilt it.

Any ideas as to how to loosen the barrel?

Is it worth the effort?

Roboslug

 Logged

USA, LA, Baton Rouge

☐ **Rob M**

GTA Senior Contributor



Posts: 6191



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #14 on:** September 22, 2020,
10:44:05 PM »

mine moved pretty freely , but to get it moving , i needed to grab the very tip of the barrel with a set of pliers, VERY gently.. with an 9 inch barrel i was getting 398 today with 14.3s .. slower than I expected , need to get in there and lube the action , maybe stretch the hammer spring a hair

 Logged

Louisiana

☐ **Roboslug**

Plinker



Posts: 176

yes

Real Name: Floyd



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #15 on:** September 23, 2020,
12:23:08 AM »

Rob,
Check Wyo's other post:

<https://www.gatewaytoairguns.org/GTA/index.php?topic=121811.0>

He shows a different buffer (name?) for more spring preload. I think a washer(s) might do the same thing.

Roboslug

 Logged

USA, LA, Baton Rouge

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #16 on:** September 23, 2020,
12:30:28 AM »

edit... while I was posting, Floyd and I are on the same page with the hammer spring,,,

Rob, yours is not too far off the mark. There are some valve mods I did in part 1 that may also help... not sure because I didn't do the mods one at a time with teardowns in between.

But regarding the hammer spring... when you get it out I think you'll see that shimmying is a better approach than stretching...



Floyd, If you really want to get the barrel to break free when all else fails... remove the 10-32 barrel setscrew, remove the cam and feed arm, tap the muzzle end of the barrel with a rubber mallet or use a hammer with a wood block on the muzzle. hth...

Wyo

« Last Edit: September 23, 2020, 12:33:51 AM by WyoMan »

 Logged

Wyoming

☐ **Roboslug**

Plinker



Posts: 176

yes

Real Name: Floyd



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #17 on:** September 23, 2020, 01:16:59 AM »

Rob, thanks for the plier idea. Wyo, thanks for the reminder to remove the feed arm & cam.

How many shots are you getting from a cartridge? I get between 35-38.

Roboslug

 Logged

USA, LA, Baton Rouge

☐ **Rob M**

GTA Senior Contributor



Posts: 6191



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #18 on:** September 23, 2020, 09:33:44 AM »

THANKS , ill prob shim today and do some chrono again. Floyd , i havent counted a full to empty shot string yet..And yes , ive bookmarked all wyos threads for the big teardown 🤔 this is like the crosman 600 bible of the internet.. Shockingly , there no clear 600 teardown videos on youtube,.. theres 1 wwhere the guys hands block the gun for 30 minutes.

 Logged

Louisiana

☐ **WyoMan**

Sharp Shooter



Re: Crosman 600 Restoration – Part 2 of 3

« **Reply #19 on:** September 23, 2020, 11:07:42 PM »

Floyd, I get three full mags (30 shots) with a pretty tight e.s. in each of my target guns... the ones with the scopes:

Posts: 825

Real Name: Gary



They were all built the same with the valve mods, spring preload, etc. After the third mag is shot, I store them with whatever gas is remaining. When I shoot them again, I dry fire to empty before installing the new cart and it usually takes 2 to 5 shots to empty the gas.

Rob, a couple more tear-down / build notes:

- You don't have to remove the magazine follower but if you want to, there is a setscrew that retains the knob in the follower
- Most broken pawls occur because people forget to remove them after the tube is slid about 1/2" rearward (the pawl will get jammed at the end of the tube slot)
- In at least one variant, the valve retaining pins were different in size (o.d.) so they have to go back in their specific location (Crosman, Why would you do that?)
- Make sure both valve vents are not blocked and do not use any kind of wet lube inside the hammer cavity
- The cam / feed arm rotational positions (Up for Loading and Down for Firing) need to align **perfectly** with the center of the magazine and the center of the barrel accordingly

That's not a complete list but a few things for now...

Wyo

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Crosman 600 Restoration – Part 3 of 3 (mods)

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 **Author**

Topic: Crosman 600 Restoration – Part 3 of 3 (mods) (Read 4503)

☐ **WyoMan**

Sharp Shooter



 **Crosman 600 Restoration – Part 3 of 3 (mods)**

« **on:** February 11, 2017, 12:25:28 AM »



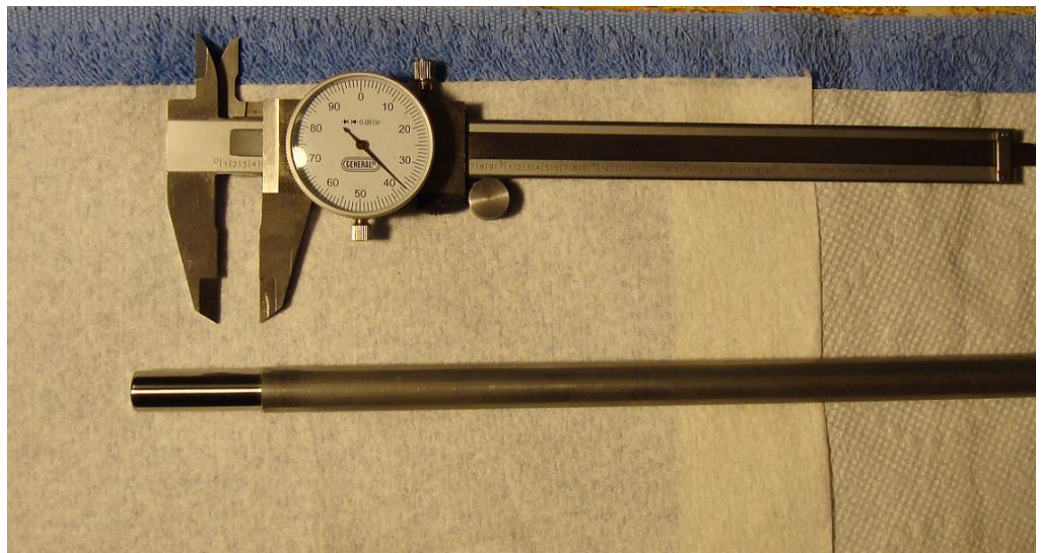
Posts: 825

Real Name: Gary

First mod was a longer barrel – a 10.5" long cut from a choked LW blank:



Turned the muzzle to .437":



Then the breech to .374":



The exposed part of the barrel needs to be about .430" for end cap clearance:



The last cut was a freehand taper:



Shown with adapter:



The shoulder (.374" to .430") fits tight to the frame. If the face cut on the breech was cut right, then the feed arm gap to the barrel will be .002" to .003":



Another pic:



The feed arm gap is ok so I can cut the leade-in next:



Using this 7 deg rotary fine-cut file:



The idea is to get it started, but, leave enough to finish cut with sandpaper rolls, rubber polishing bits or your favorite finishing method.



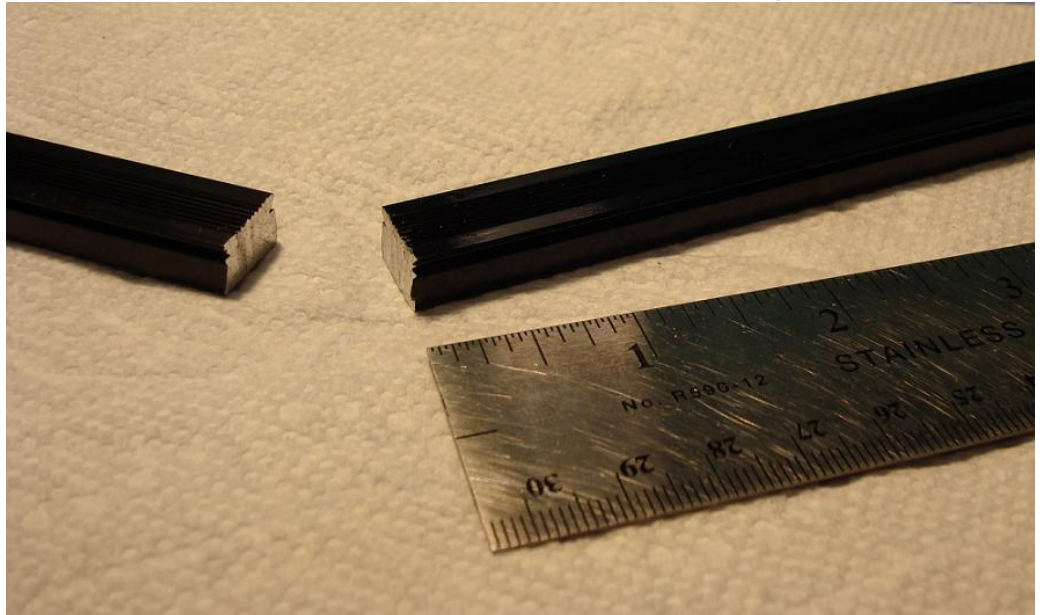
Finished with new barrel:





Next mod was to get some sight aid so I could shoot something better than a 2" group.

Started with some flat dovetail stock and cut off a 4-3/4" long section:



Measured and drilled to use the rear sight screw and barrel set screw locations. This will anchor the rail. Also made some clearance cuts:



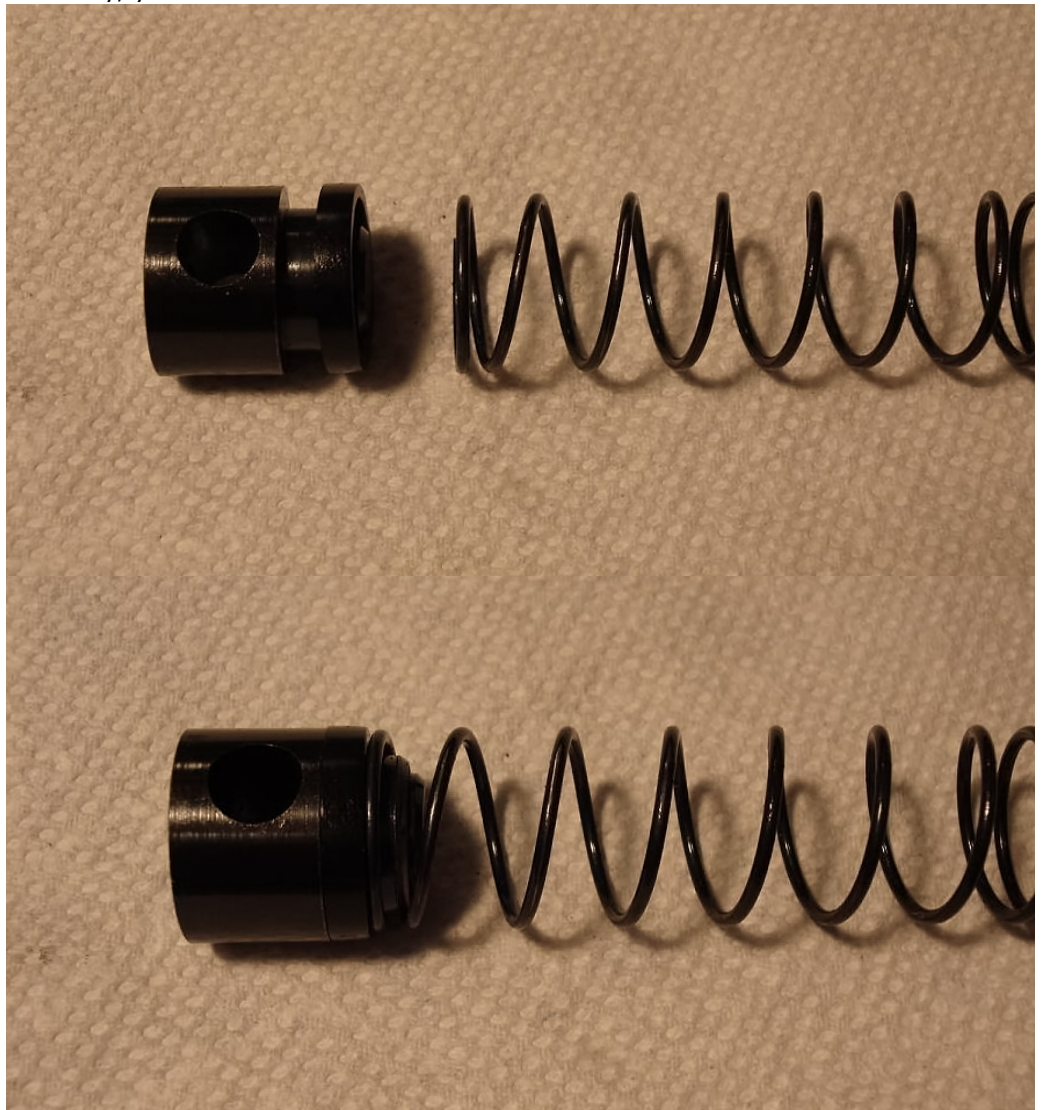
Also cut a slot in the bottom so it would sit flat on the ribbed frame. The rear screw is a 6-40 x 5/8" shcs, and the front is a modified 10-32 with a small o-ring for a washer:



Attached to the gun:



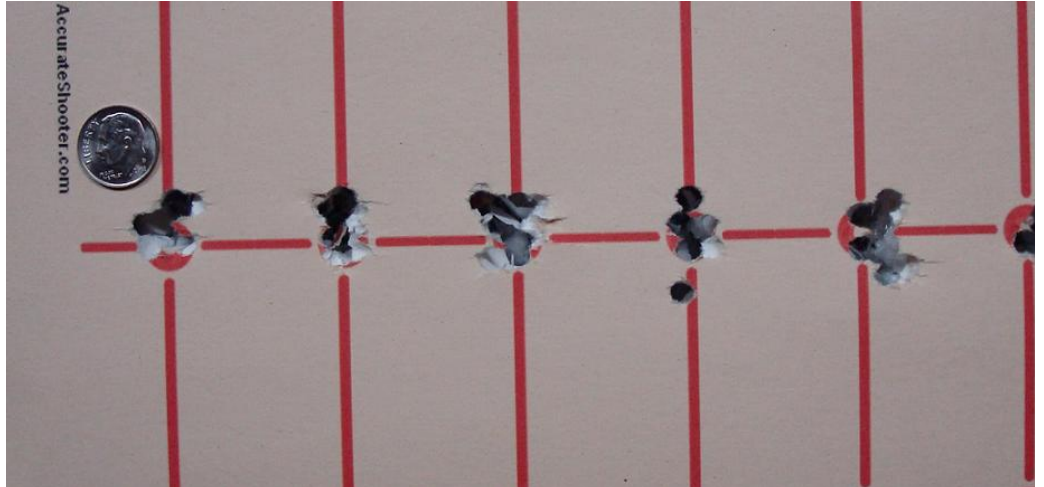
The last thing was a some more pre-load on the spring. With a longer barrel, in theory, you can hit the valve a little harder.



I built the other one the same and added some wood grips and optics:



They shoot around 480 to 500 fps with H&N 13.73 gr. Here's three 10-shot groups from each gun, 10m, rested.



Part1: <https://www.gatewaytoairguns.org/GTA/index.php?topic=121809.msg1181445#msg1181445>

Part2: <https://www.gatewaytoairguns.org/GTA/index.php?topic=121810.msg1181446#msg1181446>

Thanks -

Wyo

« Last Edit: July 04, 2017, 11:38:39 PM by WyoMan »

 Logged

Wyoming

☐ **45flint**

GTA Senior Contributor



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #1 on:** February 11, 2017, 09:20:41 AM »

Awesome, you guys that can machine things amaze me.

 Logged



Posts: 3941

yes

Real Name: Steve

☐ Hobbyman2007

N.U.A.H. Expert

GTA Senior Contributor



Posts: 3011

yes

Real Name: Denis

☐ ax57

Plinker



Wooster, Ohio



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #2 on:** February 20, 2017, 08:17:59 PM »

Absolutely beautiful Wyo. I can't believe the amount of work that went into these pistols ,not to mention the all metal parts . They sure don't make them like they used to.

 Logged

Dowling,Ontario, Canada

I like air guns ,and they like me



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #3 on:** February 20, 2017, 10:33:03 PM »

I love to see build/mod threads like this where the workmanship is of such high quality and each step is well-documented with photographs. Threads like this really do inspire some of us to start our projects. (Not that I could do work like this.)

 Logged



Posts: 141

yes

Real Name: Rick

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary

☐ **Grandspud**

Shooter



Posts: 54

No matter where you go...
there you are!

☐ **Viper1357**

Plinker



Cornville, AZ



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #4 on:** February 21, 2017, 11:42:30
PM »

Thanks, guys. I appreciate that. I'm not really a machinist, though... more like a caveman... ice age era:

Wyo

« *Last Edit: July 04, 2017, 11:39:25 PM by WyoMan* »

 Logged

Wyoming



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #5 on:** October 05, 2017, 11:22:13
PM »

Wow! Thanks for the detailed information, especially the close-up photos of the action's springs. I have a few C 600s and this will help me greatly.

 Logged

Southern California



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #6 on:** November 22, 2017, 10:59:45
PM »

I'll just add my thanks here as well and hang on to your 3 threads. The detailed explanations and pics are really helpful. I have a C 600 that I inherited from my Father-in-Law in the late 80's, and sadly didn't start re-shooting it (not sure the last time he did either) until the mid 90's, but since



Posts: 227

Real Name: Mark

☐ **kelvinator**

Plinker



Posts: 239

yes

Real Name: Kelvin

☐ **WD Feese**

Plinker



Posts: 223

yes

Real Name: WD Feese

☐ **63FI**

Shooter



Posts: 8

then I shoot it 2 to 3 times a year. It still holds air and 'seems' powerful enough. I just got a chrony, so after reading your 600 restoration, I guess it's time to test mine and see if mine needs one.

Thanks again!

Logged

USA, MN



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #7 on:** November 24, 2017, 10:44:13 AM »

Wow, very nice work.

This is exactly how I would do a 600, if I could.

If you ever decide to part with one, I call 1st dibs, HA.

Logged

Hickory Creek, Texas

Benjamin 342 Racine

Benjamin 392 Limited Edition #354 of 500

1964 Silver Streak Mac-1 Steroid

1965 Blue Streak

Crosman 160 3rd variant

Beeman R1 Santa Rosa .20 Laser

Crosman MKI



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #8 on:** November 25, 2017, 07:47:12 PM »

Great post. Bought a 600 about an hour ago at an antique mall. Perfect timing. Thanks.

Logged

Jefferson City, Missouri



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #9 on:** July 17, 2020, 12:22:40 PM »

yes
Real Name: Lou

My 600 needs quite a bit of work and I am glad to find this 3 part article.
Thanks to everyone involved!!

 Logged

USA Hamilton TWP, New Jersey

☐ **rocks**

Shooter



Posts: 52

yes

Real Name: RON



Re: Crosman 600 Restoration – Part 3 of 3 (mods)

« **Reply #10 on:** July 19, 2020, 04:17:49 PM

»

Hi Lue send it to Henry Ford in south Carolina FIND HIM ON E-BAY
CROSMAN600REPAIR, HE'S DAME GOOD

 Logged

USA, CT, Tolland

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Crosman 600 Restoration – Part 3 of 3 (mods)

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Crosman 600 Trigger Mod

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Author

Topic: Crosman 600 Trigger Mod (Read 5568 times))

☐ **WyoMan**

Crosman 600 Trigger Mod
« on: July 05, 2017, 12:27:12 AM »

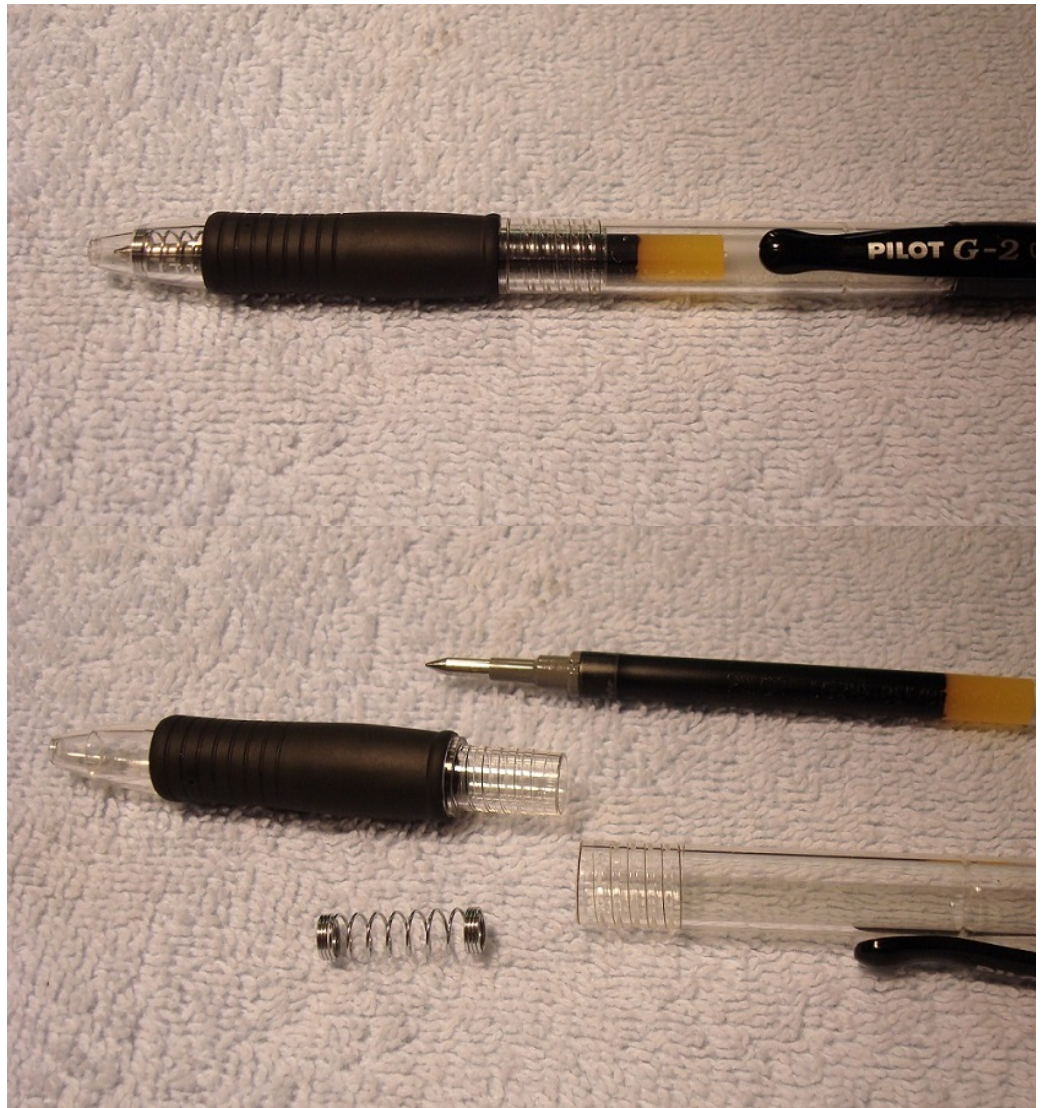
Sharp Shooter



Posts: 825

Real Name: Gary

Sometimes I'll save small springs... especially from pens. But I never thought I'd use one in a Crosman 600...



Shown with the OEM trigger spring:



Clipped a few coils and installed:



Loaded up the gun:



Then emptied the mag in less than a minute:



A lighter trigger pull makes a huge difference in pistols for me, so I'm buying another pen to change out the other 600 🤔

this was one of the Crosman 600s that were restored in this series:

Part1: <http://www.gatewaytoairguns.org/GTA/index.php?topic=121809.0>

Part2: <http://www.gatewaytoairguns.org/GTA/index.php?topic=121810.0>

Part3: <http://www.gatewaytoairguns.org/GTA/index.php?topic=121811.0>

Wyo

Logged

Wyoming

☐ **Hare splittin**

Plinker



Posts: 146

yes

Real Name: Bill



Re: Crosman 600 Trigger Mod

« **Reply #1 on:** July 11, 2017, 12:57:55

AM »

Nice shooting.

I understand these can shoot full auto sometimes. Does the lighter spring ever give you that feel?

Logged

Nebraska

☐ **WyoMan**

Sharp Shooter



Re: Crosman 600 Trigger Mod

« **Reply #2 on:** July 11, 2017, 03:04:42

PM »

Hi Bill, thanks for that... the lighter pull really helps.

To answer the question requires a little background info... hope you can bear



Posts: 825

Real Name: Gary

thru this:



Look at the three circles in the above picture. They show the key parts of the lock for semi-auto action.

In the white circle, the pawl has been rotated forward by the hammer travel. This, in turn, pulls the trigger link off of the trigger sear (pink circle). With the link and the trigger sear uncoupled, the hammer sear and trigger sear are free to latch (aqua circle) when the blowback occurs... otherwise, you'd have full-auto. The 600 can be made full-auto by removing the 'dog' on the pawl that pulls up on the trigger link (white circle again)... I've never tried it (too chicken 🐔). It can also go full-auto due to a malfunctioning mechanism... If the pawls gets broken, or if there's excessive wear to prevent the sear latch (aqua circle)

So getting back to the question, the trigger spring operates independently from the semi-auto components so there's no effect -

Wyo

 Logged

Wyoming

☐ **Hare splittin**

Plinker



Posts: 146

yes



Re: Crosman 600 Trigger Mod

« **Reply #3 on:** July 15, 2017, 01:22:52

AM »

Thanks for the explanation and diagram. Seems straight forward now that you lay it out, but doesn't it always.

Are those springs hard to come by?

Real Name: Bill

 Logged

Nebraska

☐ **BillyBob84**

Shooter



Posts: 22

yes

Real Name: Bob



Re: Crosman 600 Trigger Mod

« **Reply #4 on:** July 15, 2017, 07:59:01

AM »

That is an amazing gun. You must take such good care of it.

 Logged

Des Moines, IA

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary



Re: Crosman 600 Trigger Mod

« **Reply #5 on:** July 15, 2017, 10:30:09

PM »

Thanks, guys.

Bill, the torsion springs are still available but for how long I don't know. I have one replacement set for five CR 600s... might get another set - thanks

Wyo

 Logged

Wyoming

☐ **Nutcracker**

Marksman



Posts: 344

yes



Re: Crosman 600 Trigger Mod

« **Reply #6 on:** July 23, 2017, 09:42:01

AM »

Thanks for the tip, will try that. Nice group.

 Logged

☐ **robtmc**

Plinker



Posts: 291

yes

Real Name: Robert



Re: Crosman 600 Trigger Mod

« **Reply #7 on:** August 01, 2017,

04:14:16 PM »

What did you refinish your 600 with? When I rebuilt mine I stripped off the old black paint. Tried a few paints, but none were tough enough. Stripped it back to bare aluminum and polished it. Pimp-style 600, if I could only find pearl grip panels.

 Logged

Hawaii, Kailua Kona

Discovery .22

RWS 48/52 .22 Da Beast Paul68 tuned

Beeman 850/Diana 6M .177 my first rebuild

Crosman 2240 .22

Benjamin Trail NP .22 Gifted to brother to learn to shoot

Crosman 600 .22 for the memories to torment the stepmonster - another rebuild

Long gone but fondly remembered:
Sig Hammerli 401 .177 insanely low recoil and accurate

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary



Re: Crosman 600 Trigger Mod

« **Reply #8 on:** August 03, 2017,

12:00:11 AM »

Hi Robert, I used ceramic coating because I wanted to keep the coating thickness at a minimum. It made it easier to get the slide group and other areas with tight tolerance to fit.

Wyo



Logged

Wyoming

☐ **Jadocs**

Marksman



Posts: 381

yes

Real Name: K



Re: Crosman 600 Trigger Mod

« **Reply #9 on:** November 09, 2017,

03:32:31 PM »

Your 600's are the best I have ever seen. Very nice



Logged

USA, VA



tinypic

This image is no longer available.
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Red Ryder, carbine action, 200-shot, range model air rifle, with a compass in the stock

☐ **WyoMan**

Sharp Shooter



Re: Crosman 600 Trigger Mod

« **Reply #10 on:** November 09, 2017,

11:29:08 PM »

Hi K - thanks for that.



Posts: 825

Real Name: Gary

☐ **n2ri**

Shooter



Posts: 3

yes

Real Name: Mitch

Get a 600.. everyone should have at least one... or two.. or five 🤔

Wyo

Logged

Wyoming



Re: Crosman 600 Trigger Mod

« Reply #11 on: May 12, 2018,

01:20:33 PM »

your gun has the 3 new trigger revision parts installed that horseshoe cam being main addition with oins, roller and trigger mods to accommodate it. what function does the horseshoe cam perform and how does it prevent full auto events as factory claimed it was for? this kit and parts is no longer available and my gun is one of the thousands that never got it. cant see what its extension into tube area does but looks like its made to keep parts from flopping out of alignment and also prevent trigger from being pulled when fired recoil can cause a 'bump stock' or double tap effect causing full auto which is what mine feels like when it does it as letting go of trigger stops full auto firing even with no pellets left til pressure is low enough to vent remaining gas I have yet to get 2 full magazines shot on 1 powerlet due to this or periodic loading/feeding jams. wish Crosman hadnt stopped making their superpels as they are only ones made to feed well. as for the slop in linkage a washer on the pin that horseshoe cam is on would hold seer in alignment and maybe a stronger/thicker seer spring that dont bend so easy.

« Last Edit: May 12, 2018, 01:34:46 PM by n2ri »

Logged

st louis mo

☐ **CraigH**

GTA Senior Contributor



Posts: 3520

Real Name: Craig



Re: Crosman 600 Trigger Mod

« Reply #12 on: May 12, 2018,

08:01:27 PM »

Good stuff as always, just the best, Wyo. 😎 I recently acquired a 600. Having a few feed issues but hope to get things in order. Just looked up the lengths of several wadcutter pellets for consideration relative to the feed arm dimension. Besides the pawl, I have seen information that when the pressure gets low, it is possible for a full-auto event. I did experience that, but checked the trigger and all was in order.

Logged

Lone Tree, Colorado

With freedom comes a terrible responsibility

☐ **WyoMan**

Sharp Shooter



Re: Crosman 600 Trigger Mod

« Reply #13 on: May 13, 2018,



Posts: 825

Real Name: Gary

12:06:23 AM »

Thanks guys.

Craig, all of my 600s go full-auto when the gas pressure isn't high enough to force the hammer (far enough back) so the sear can catch it. It's really a pseudo full-auto and you want to have the magazine cleared at that point. It's what they do when you fire to empty.

Just like my 451, you have to be willing to sacrifice some gas at the end, and cut it short, to avoid the low-power action malfunction / misfire.

I use H&N wadcutters and they feed flawlessly. Other folks have had luck with RWS. The main thing is that the head of the next pellet in queue cannot "nest" inside the skirt of the pellet in the feed arm. Also, the feed arm should have a smooth chamfer (free from burrs) so the next pellet back can have its head pushed back when the feed arm rotates down. This pushes the entire stack to the rear. The stack moves forward when the feed arm returns allowing the next pellet to go into the feed arm. Lots going on and lots can go wrong. One more thing, after you load the magazine, don't let the follower snap into the pellet stack. Hold it against the spring and slowly move it forward.

Wyo

 Logged

Wyoming

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary



Re: Crosman 600 Trigger Mod

« **Reply #14 on:** May 13, 2018,
12:52:37 AM »

Mitch, I think I understand most of that. First, I think you're correct that a washer on the pin for the pawl would keep the pawl, trigger, and trigger link from floating, but that's not going to solve any problems. the trigger components are too thick to have any of them slide over or under one another.

The "horseshoe cam" and "roller" is what Crosman calls the stop roller and stop. It gives you a half-cock safety position (the part that extends into the tube moves up to hold the hammer away from the valve). In the un-cocked position, the valve stem is open from the hammer pushing it in. Without the stop roller and stop, you would have to fully cock the hammer to install a fresh cartridge. Not the best situation but okay if you mind the safety and trigger.

This mechanism *could* prevent full-auto if either of the sears broke (during the shot). But you would also have to release the trigger for the stop to engage the hammer... unlikely scenario.

I could show more pictures if you want.

I would make sure your torsion springs have not been tweaked. The action needs to snap into place to latch. There is also a chance you're not getting enough blow-back gas pressure. The valve vent may need cleared or the

hammer o-ring seal (to the valve) may need replaced... hth

Wyo

 Logged

Wyoming

 **rdwilson**

Plinker



Posts: 195

Real Name: Roger

 **Re: Crosman 600 Trigger Mod**

« **Reply #15 on:** June 23, 2018,
01:21:46 AM »

Quote from: WyoMan on May 13, 2018, 12:52:37 AM

Mitch, I think I understand most of that. First, I think you're correct that a washer on the pin for the pawl would keep the pawl, trigger, and trigger link from floating, but that's not going to solve any problems. the trigger components are too thick to have any of them slide over or under one another.

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Wyo

hi Wyo, I would very much like to see more pics of you mods & your 600's, I have 7 of them, TIA , roger

 Logged

ottawa illinois

 **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary

 **Re: Crosman 600 Trigger Mod**

« **Reply #16 on:** June 25, 2018,
10:30:17 PM »

Hi Roger, I think all of the mods are shown here...

<http://thegreencrosmanforum.proboards.com/thread/96/crosman-600-mods>

For more detail in assembly/disassembly see the first two links in the top post. Seven 600s?... they are addicting. I have five but read somewhere that someone had eighteen 🤔 ...nice car in your avatar 😎

Wyo

 Logged

Wyoming

☐ **rdwilson**

Plinker



Posts: 195

Real Name: Roger

☐ **jab**

Plinker



Posts: 263

yes

Real Name: john

☐ **WyoMan**

Sharp Shooter



Posts: 825

Real Name: Gary



Re: Crosman 600 Trigger Mod

« **Reply #17 on:** October 06, 2018,

06:56:05 AM »

Quote from: WyoMan on June 25, 2018, 10:30:17 PM

Hi Roger, I think all of the mods are shown here...

<http://thegreencrosmanforum.proboards.com/thread/96/crosman-600-mods>

For more detail in assembly/disassembly see the first two links in the top post. Seven 600s?... they are addicting. I have five but read somewhere that someone had eighteen

👁️ ...nice car in your avatar 🕶️

Wyo

Wyo, I don't know how I missed this reply, got lost in a couple hundred emails I guess, but thanks for the reply, & thanks about the 70 Monte Carlo, it has a L88/427 aluminum heads/ 4 speed & narrowed 8 3/4 chrysler rear, roger

Logged

ottawa illinois



Re: Crosman 600 Trigger Mod

« **Reply #18 on:** December 07, 2018,

03:13:18 PM »

is it worth the time and money to retro fit in the roller and stop ? I'm waiting on parts to fit those in mine. I have the parts, we didn't know that all rollers and stops are not the same size. so my roller is way to big to fit the slot in the stop

Logged

Oregon



Re: Crosman 600 Trigger Mod

« **Reply #19 on:** December 09, 2018,

10:25:08 PM »

I can't really answer that, John. The stop roller and stop were added at some point after the initial production. Crosman service manuals state that it was to improve the trigger and firing action. How's that for really nailing it down, LOL.

From my experience, the assembly will reduce the take-up (pre-travel) of the trigger and the stop will hold the hammer off of the valve with just a partial movement of the cocking slide. The latter may be a safety feature as you can load a new CO2 cart (hammer off of the valve) while the action is not reset (cocked).

I don't really know but I have that assembly in all of mine... 5 of them 👁️

Wyo

Logged

Wyoming

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Crosman 600 Trigger Mod

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Crosman Model-600

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● **Garvin**

(@garvin)

Curator in Chief

Admin

Joined: 6 years ago

Posts: 7011



🌿 Topic starter

19/12/2017 13:52:37



Crosman Model-600.

Courtesy of Leonardj.





With thanks to John Z for these pics.







With thanks to Stu of MrGuns Place for permission to post this pic.



Originally posted by Leonardj

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🔖 Topic Tags

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◀ Model-600

◀ Air Pistol

◀ CO2

🌿 Topic starter

19/12/2017 13:54:16





● **Garvin**

(@garvin)

Curator in Chief

Admin

Joined: 6 years ago

Posts: 7011



Crosman Model-600 - Sears Roebuck Variant.

With thanks to Jim for these pics.





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[🌿 Topic starter](#)

13/06/2019 13:44:02 [🔗](#)



● **Garvin**
(@garvin)

Crosman Model-600 video

With thanks to Matt for this excellent video of a 600 in action.

Curator in Chief

Admin

Joined: 6 years ago

Posts: 7011



Crosman 600 semi automatic vintage ai...



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● **Garvin**

(@garvin)

Curator in Chief

Admin

Joined: 6 years ago

Posts: 7011



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06/03/2020 13:52:21 [🔗](#)

Crosman Model-600 bulk fill carbine

With thanks to Mark D.



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[🌿 Topic starter](#)

27/03/2020 17:46:12 [🔗](#)



● **Garvin**

(@garvin)

Curator in Chief

[Admin](#)

Joined: 6 years ago

Posts: 7011



Collection of Crosman Model-600s

With thanks to 'Wyo' on the Airgun Warriors forum



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21/10/2020 16:46:13 [🔗](#)



● **Garvin**

(@garvin)

Curator in Chief

[Admin](#)

Joined: 6 years ago

Posts: 7011

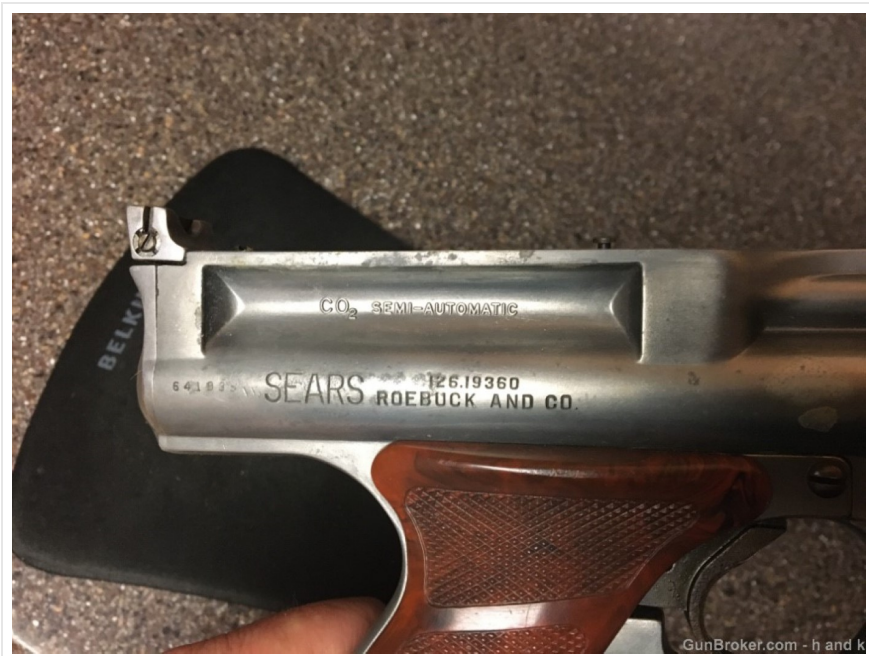


Crosman Model-600 (Sears Roebuck model, stripped aluminium)

Spotted on Gunbroker.



















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● **Garvin**

(@garvin)

Curator in Chief

[Admin](#)

Joined: 6 years ago

Posts: 7011



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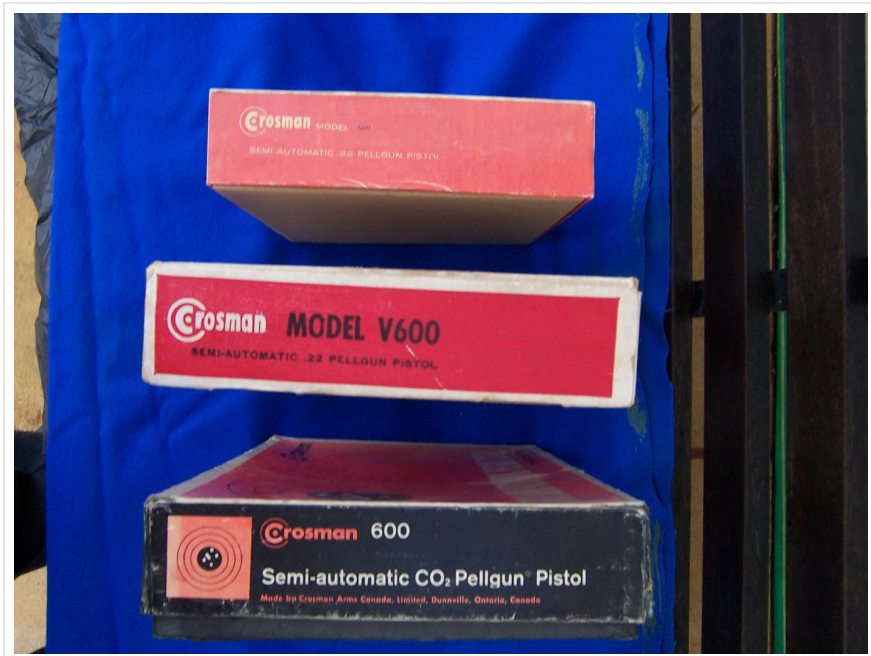
03/12/2020 16:57:07



Crosman Model-600 boxes - variants

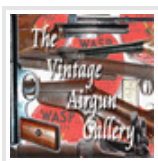
With thanks to Lawrie.

Note the middle box was made in Ontario, Canada.



This box was posted on Gunstar. There was some suggestion on the airgunbbs.com that it might be a reproduction:





● **Garvin**

(@garvin)

Curator in Chief

Admin

Joined: 6 years ago

Posts: 7011



Topic starter

18/06/2021 15:34:15



Collection of custom Crosman Model-600s

With thanks to Karl.



Reply Quote



● **Garvin**

(@garvin)

Curator in Chief

Admin

Joined: 6 years ago

Posts: 7011



Topic starter

30/07/2021 16:25:51



Crosman Model-600 (Sears Roebuck/J C Higgins)















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● **Garvin**

(@garvin)

Curator in Chief

[Admin](#)

Joined: 6 years ago

Posts: 7011



[🌿 Topic starter](#)

11/10/2021 16:31:22



Crosman Model-600 (all three variations)

With thanks to Steve.





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● **Garvin**

(@garvin)

Curator in Chief

[Admin](#)

Joined: 6 years ago

Posts: 7011



[🌿 Topic starter](#)

08/03/2022 18:18:53



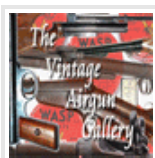
Crosman Model-600 chrome John Walker custom
(video)

With thanks to Mark.

Custom Crosman 600



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● **Garvin**

(@garvin)

Curator in Chief

[Admin](#)

Joined: 6 years ago

Posts: 7011



[🍃 Topic starter](#)

05/05/2023 16:08:06



Crosman Model-600 (operation video)

First posted to Youtube by [hw97karbine](#).

Crosman 600 0 22 Semi Automatic CO2 ...



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